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Historic Shipwrecks of the Great Lakes*

By DANA THOMAS BOWEN

ALMOST EVERY SHIPWRECK has taught something about ships and how to sail them. A sort of trial and error method. By studying the various causes of shipwreck, and by building sturdier ships, man has come to use these terrible tragedies as stepping stones to progress.

The earliest settlers in the lake regions started building their small one-masted sailing vessels to haul their supplies and produce from one port to another. Often a merchant or farmer would build his own vessel and then take time out from his duties ashore to sail the little windjammer on a profitable cruise. Many of these tiny wooden schooners were lost. The next ones they built were stronger, and of better materials, and quality of workmanship. Experience was their costly teacher.

These early lake sailors also were learning something which shipbuilders today are still studying: how much larger can a vessel be built? As said, first came the one-masted windjammer; then the schooner with two masts and longer keel and higher freeboard. The shipwrecks, however, were always, so to speak, the check valve of the shipbuilder. He could go just so far with his risks and still be safe. Various ratios were evolved to assure safety in a vessel. Most of it came the hard way — by shipwreck — the trial and error way.

While the shipbuilder was thus learning to improve his craft, so also were the men who sailed aboard the ships learning how to navigate better the waters of the lakes. Certain actions endangered their vessels and had to be stopped; other actions resulted in precaution and safety, and were to be encouraged. More trial and error.

Another vital phase of safety along the Great Lakes in those early days — and still a major one today — was the marking of the danger spots.

* A talk given at the Detroit Propeller Club, October 10, 1951.

Many a ship has broken up on dangerous unmarked shoals which today can easily be located exactly while still many miles distant. Navigation charts came to the lakes gradually, adding much confidence and safety. These charts did much for the early sailor on our lakes. One famous lake skipper states in his autobiography that he sailed an early passenger and freight steamboat for many years between Buffalo and Duluth without having a chart in his hands. He wondered in later life how he ever managed to do it.

So the improvements arrived on our ships, born of necessity. In those early days shipwreck was an ever constant threat; a sword held by a thin thread over the head of the navigator.

Today, we still have, of course, a similar risk, but the thread holding the sword has been strengthened into almost a stout chain. And it is getting stronger all the time! There are now many safety devices aboard ship and many safety features built into the ships. Now the pilot house is cluttered with safety devices, a far cry from the early days when it had only a steering wheel, an old magnetic compass, and a well used spittoon.

Most shipwrecks on our lakes since the beginning of the steamboat era and up to the present time have resulted from one or the other of the following causes: fire, explosion, collision, foundering, stranding, disappearance, storm or stress of weather, and shifting of cargo.

Over the years most of these causes have been greatly reduced, leaving only collision as the chief factor in disasters of today. Much has been done and is still being done to correct this situation. With the great number of ships in operation at present, and the restricted channels in which they must meet, pass, and overtake, during all the hours of the day and night, we find a surprising lack of accidents from collision. Our navigators are a most careful lot, and much credit is due these men for the skillful operation of their huge ships.

Looking back over the years, it seems as though the risk of fire was the most hazardous during the era of the old wooden steamboat. It is almost nil today. But the oldtimer was a natural for a fire. Built entirely of wood, a steamer might burn right down to the water's edge. The heating facilities were poor; often a stove placed in the passenger's cabin

provided a good starting place for a conflagration. Then there were the kerosene lamps which couldn't be considered too safe. And the real old timers always carried quantities of fat pine logs on the deck for boiler fuel. These could quickly flare up and add much to a fire on board.

There were several outstanding disasters to this type of steamer. Probably the worst example was the old *G. P. Griffith* which burned on Lake Erie, in 1850, just over one hundred years ago, off Willoughby, Ohio. She was bound from Buffalo to Chicago with general freight cargo, and many passengers. Before daylight one June morning, fire was discovered in her hold. Attempts to put it out failed, and soon the whole ship was in flames. Records vary as to the number of lives lost; some state as low as 94, but most say 300 lives. According to my estimate, she made the third most serious shipwreck from number of lives lost, ever to occur on the Great Lakes. Another steamer, the *Montreal*, similarly burned in the St. Lawrence River, not far from Lake Ontario, in 1857, making the fourth greatest disaster. The *Phoenix* ranked fifth, burning in Lake Michigan, on November 21, 1847, with a loss of from 190 to 247 lives.

Then there was the steamer *Erie* which caught fire on Lake Erie, off Silver Creek, New York, supposedly from painters' supplies in the cargo hold, one day in August, 1841. 100 to 175 lives were lost in this holocaust, and she may be listed as the seventh worst disaster.

The *Noronic* comes next being the ninth worst lake disaster, with 118 lives lost. And an old one, the steamer *Seabird*, burned on Lake Michigan, off Waukegan, Illinois, in April, 1868, on her first trip of the season; 68 to 100 lives were reported lost, to make the tenth most serious disaster on the Great Lakes.

An interesting story of the days of the wooden freighter concerns the old *Nabant*, which burned while tied to a dock in Escanaba, Michigan, one zero night in November, 1897. This tale I have heard Captain William P. Benham tell many times, and Bill was the master of the *Nabant* at the time.

The *Nabant* loaded coal at Conneaut, Ohio, for Detour, Michigan. As it was late in November, Bill was having difficulty getting a crew together. His father was principal owner of the *Nabant*, and he was on hand in Conneaut as she loaded. The captain and the owner, son and

father, discussed the shortage of crew as the last of the coal was stowed aboard.

There were the usual bunch of bar flies hanging around the waterfront saloons, but few of them cared to sail on the *Nabant* so late in the season. Maybe another reason was that she had one of those old single cylinder high pressure steam engines which not only puffed all the time, but actually *barked*! It is said of the *Nabant* that when she came into Ashtabula Harbor during the night she would wake up every living thing, man or beast, in the town, so great was her barking exhaust. It was hard for men to sleep under such a stack out in the lake.

A waterfront character known as Little Jake was among the bar flies ashore. Bill's dad knew him, and his unsavory reputation for consuming strong drink. He cautioned Bill not to take Little Jake aboard under any circumstances, as he knew he would be of little help. Then the elder Benham left for Cleveland by train, leaving Bill and the *Nabant* still short of crew.

Desperately Bill sauntered into bar after bar, searching for men, and he did pick up a few here and there, at a bonus. By now the *Nabant's* cargo was fully loaded and she was waiting to sail. Time was running out for Bill. Finally he was short but one fireman. In a last desperate effort Bill signed on Little Jake, in spite of his father's cautioning. Bill was certain that Jake could be handled once he got him aboard ship. Jake was a good fireman, if he could be kept away from a bottle, and Bill would see to that!

The *Nabant* sailed that evening for Detour. It was beastly cold and no one ventured often out on deck. They reached Detour and unloaded their coal, then crossed over to Escanaba to take on a final cargo of iron ore. As often happens to iron ore on zero nights on the upper lakes docks, when the *Nabant* arrived everything was frozen up tight. Bill just tied her up and got ready to go to bed, when Little Jake opened the door and blew in.

He put the bite on the old man for a few dollars advance wages. Bill wasn't to be fooled by that racket. He refused bluntly. Jake remonstrated, hoisted his foot off the deck and showed Bill the sole. It was worn entirely through.

"I just gotta get me some shoes, cap'n," pleaded Little Jake, "my feet can't keep warm up here in this cold with just cardboard in these here holes."

Now Bill is a plenty tough skipper, but he is a softie when it comes to things like this. So Little Jake got his advance, not much, but enough for a pair of new shoes. Bill also gave him a very strong talk about not buying any liquor. Jake quickly promised and hurried ashore. Bill turned in.

Several hours later he was awakened by a man singing hilariously and with great volume. Bill knew it was Little Jake returning to the *Nabant*. Maybe he had his shoes, but certainly he had found some liquor. But he came aboard, things quieted and the captain dozed back to sleep. But not for long.

The next thing he heard was some one shouting at the top of his voice, "Ahoy, *Nabant*, you're afire, get out."

A sort of yellowish flickering red light flooded his room. The captain jumped out of bed and looked back aft. It was blazing high! Things happened pretty fast after that. Bill roused what men he could find still asleep forward, and by that time they could just get down the ladder before it was too late.

It must have been a jim-dandy fire because it quickly spread to the wooden ore dock. All the fire hoses were frozen up tight and a grand blaze was more or less enjoyed by all. Two other steamers at the dock moved away to cooler spots. I believe Bill said that the *Nabant's* lines burned away and she drifted until a tug managed to push her on the beach across the bay. And there she burned herself out, and ended her days.

When daylight came Bill looked over his crew. Little Jake was not among them. They found him later on, or what was left of him, lying on the springs of what had been his bunk.

When Bill telegraphed his dad after the fire, he said that he guessed that maybe one of the firemen had accidentally knocked over a lantern they kept on the deck in their room, and started the fire, but he wasn't too sure.

So much for the fire hazard, which probably has accounted for greater loss of life on our lakes than any other single cause.

Everyone knows of the steamer *Eastland*, and her tragic overturning in the Chicago River, on July 24, 1915, in which 835 lives were snuffed out. That stands out as the greatest single disaster on the waters of the Great Lakes. Veteran lake men still discuss this wreck, with varied reasons for the accident, all of them possible. However the courts decided that the trouble was traced to a crew member filling the wrong ballast tank as the *Eastland* was leaving her dock. She subsequently became the United States Training Ship *Wilmette*, and sailed many years on the lakes without difficulty. She was scrapped a few years ago.

The lake shipwreck that held the number one spot for so many years prior to the *Eastland* disaster was that of the wooden steamer *Lady Elgin*, in which the estimated loss of life ran from 287 to 578. She was lost in collision on Lake Michigan with the sailing schooner, *Augusta*, some ten miles off shore between Waukegan and Winnetka, on a squally night, September 7, 1860. The story is well known and has often been told.¹

The *Augusta* thereafter was a taboo vessel. Her name was changed to *Col. Cook*, and as such she had a checkered career for some years.

There were other very serious collisions in the history of Great Lakes shipping, such as the steamer *Atlantic*, which was in collision with the propeller *Ogdensburg*, about six miles above Long Point, in Lake Erie. This happened in August, 1852. Reports indicate that from 150 to 350 lives were lost, making it the sixth worst lake disaster.

Another famous collision case is that of the steamer *Pewabic* on Lake Huron, off Alpena, Michigan, in August 1865.² I list it as the eighth worst lake tragedy. It has received a great amount of subsequent publicity because of various attempts at salvaging the cargo of copper from her hull. She was down bound on Lake Huron, having sailed from the copper loading ports of Lake Superior with that metal as freight, and also carried a large number of passengers.

1. A full account appears in the *Illinois State Historical Society Journal*, vol. 39, December 1946, pp. 407-418, "The Wreck of the *Lady Elgin*" by Dwight F. Clark.

2. See, *Lake Huron* by Fred Landon, Bobbs-Merrill, 1944, pp. 272-276. Also *Memoirs of the Lakes* by Dana Thomas Bowen, author and publisher, 1946, pp. 44-57.

It was the practice of the *Pewabic* and her sister ship, the *Meteor*, to come close in together when they would meet out in the open lake, weather permitting, and exchange messages, newspapers and mail. It was just after dark that the *Pewabic* sighted the *Meteor* off Alpena, and the two vessels began to steer for each other.

What caused the bow of the *Meteor* to shear over and strike the *Pewabic* was never known exactly, but it cut a large hole in her hull, both above and below the water line. For a very short time the two steamers hung together, but as the *Pewabic* began to list, they separated. Some of the quickest observers aboard the *Pewabic* jumped over on board the *Meteor* and were saved; but many others stayed on the stricken ship and soon had to shift for themselves.

In ten minutes the *Pewabic* had gone down in 180 feet of water. Her hurricane deck had torn loose from the rest of the ship and floated clear. This afforded a haven for those struggling in the water and several were saved by clambering onto it, later to be taken on board the *Meteor*. Estimates were that possibly 125 persons were lost in the disaster.

It ruined the owners, as there was no insurance. Much of the copper cargo of the *Pewabic* was salvaged in later years, and some other interesting items also came to the surface in the salvage operations. There were lead pencils, parts of musical instruments, the captain's binoculars, clothing of all kinds, shoes, rubbers, buttons, books which could still be read, dishes, knives and forks bearing the name *Pewabic*, canned sardines, mixed pickles and a considerable amount of bottled sarsaparilla pop. The salvage crew drank the ancient beverage and ate some of the sardines and considered them not so bad.

The captains of each ship came through the collision safely. The master of the stricken *Pewabic* was George P. McKay, then twenty-seven years old. The master of the *Meteor* was Thomas Wilson, also twenty-seven years of age. Both of these men lived to a good old age, and were active in lake marine affairs. Captain Thomas Wilson founded the present Wilson Line fleet of today.

The steamer *Meteor*, after some years, and I believe, a fire, was converted into a tow barge and re-named the *Nelson Bloom*. She sailed the lakes until World War I.

Explosion was also a source of tragedy in the early steamboat days. Sometimes a fire would follow. But explosion, as such, did not place any of its victim vessels in the top dozen names of lake disasters. Most of the causes of the explosions were from the early steam boilers aboard ship. It required many years to perfect the safe steam boilers that we now have in our ships.

Probably the most well known explosion shipwreck in lake history is the ancient steamer *Independence*, which blew up one November night in 1853. That was before there were any locks at the Soo. The *Independence* had been hauled overland from the lower lakes into the water above the Soo Rapids, and thus held the distinction of being the first steamboat to sail on Lake Superior. This particular night she had just cleared the dock in the Soo River when her boiler let go and the entire ship burst apart. Only four men lost their lives in the disaster, an engineer, two firemen and a passenger, but many were injured. Some 30 escaped. Nothing was left of the little pioneer steamboat but about 25 feet of her bow, and a small piece of her boiler. There was no sign of her engine. A large part of her 2,700 barrel cargo scattered in every direction.

Two of those who lived to tell of their experiences later became somewhat famous characters locally, as they made their homes in Sault Ste. Marie. One, Jonas W. Watson, was the ship's clerk. Everyone marveled at the extreme efficiency of Mr. Watson, as when he was fished out on the bank of the river, he astounded his rescuers by having with him the most important of his ship's papers.

The second man was Amos Stiles. He became well known after the disaster as, "the man who never smiled,"³ from a facial paralysis resulting from the accident.

A very different sort of shipwreck, and which happened much later in the shipping history, is the loss of the steel freighter, *Western Reserve*, in Lake Superior. Three hundred feet long and 41 feet beam, she was one of the largest when launched in Cleveland in 1890, built for the Minch interests, now incorporated with the Steinbrenner fleet.

3. See INLAND SEAS vol. 6, pp. 47-48.

The *Western Reserve* passed up through the Soo Locks on August 30, 1892, at six in the afternoon. As the ship entered Lake Superior, a moderate wind sprang up. The ship took shelter in Whitefish Bay, where the engines were stopped and the anchor run down. Since the wind did not increase, the captain and owner decided to continue into the open lake, and the ship sailed on. The wind continued to blow and the waves mounted until they gave the *Western Reserve* a bad pounding. Still it was believed that the vessel could well stand such a sea. Suddenly a crack appeared on her deck, forward of the boiler house. With a wrench of the ship the crack widened, and the vessel broke in two. The few invited guest passengers and the crew all took to the two yawl boats.

In ten minutes the *Western Reserve* had gone beneath the rolling waves to the bottom of Lake Superior in 600 feet of water. This happened about 60 miles northwest of Whitefish Point at nine in the evening of August 30th. The two yawl boats, after being launched with difficulty from the fast foundering steamer, were set adrift on the lake with the 27 persons from the freighter. A short time later one of the yawl boats capsized in the heavy sea, spilling its occupants into the water. They were rescued by the other yawl boat. This dangerously overloaded the only remaining lifeboat, as it headed shoreward with its cargo of shivering human freight. When about a mile from shore, as it entered the broiling surf, the yawl capsized, dumping everyone into the white foaming water. Only one man was able to reach the shore. He was Harry W. Stewart, of Algonac, a sturdy wheelsman and an expert swimmer. Upon reaching the shore, at a point near Deer Park, Michigan, the lone survivor lay for awhile on the beach exhausted, and later trudged through the wild country to the life saving station, 12 miles distant. There he told of his experiences and of the loss of the *Western Reserve*. His one sad lament was that, had the yawl boat carried lights or flares, they might all have been saved, as they had seen the lights of an up-bound freighter in the darkness of the night.

Many marine men lay the cause of the foundering of the *Western Reserve* to the fact that the steel of which she was made was too brittle. When chilled by the waters of Lake Superior and then pounded by the big waves, the strain was too great, causing the plates to crack. Long

vessels are now made from steel that will withstand twisting and pounding without cracking.

No story on lake shipwrecks would be complete without mention of the Big Storm of 1913, on November 9th, 10th, 11th and 12th. This blow seems to take top billing in the listing of storm wrecked ships and number of lives lost, although another severe storm, that of 1905, is a very close runner-up. Men who have been out in both storms say it is a toss-up as to which was the more severe.

The 1913 one, being the more recent, and within the memories of more of us, stands out more prominently. Some authorities say that as high as 32 ships were wrecked and 250 men and women perished. However, most lake men agree that 11 freighters were a total loss through sinking and stranding, and six or seven more were wrecked badly enough to be judged by the underwriters as total losses. The actual loss in dollars will never be known. Fortunately, few passenger ships were caught in the gale.

The Lake Carriers' Association has this to say about the 1913 storm, "No lake master can recall in all his experience, a storm of such unprecedented violence with such rapid changes in the direction of wind and its gusts of such fearful speed. Storms ordinarily of that velocity do not last over four or five hours, but this storm raged for sixteen hours continuously at an average velocity of 60 miles per hour, with frequent spurts of 70 and over.

"Obviously with a wind of such long duration, the seas that were made were such that the lakes are not ordinarily familiar with. The testimony of masters is that the waves were at least 35 feet high and followed each other in quick succession, three waves ordinarily coming one right after the other.

"They were considerably shorter than the waves that are formed by the ordinary gale. Being of such height and hurled with such force and such rapid succession, the ships must have been subjected to incredible punishment.

"Masters also relate that the wind and sea were frequently in conflict, the wind blowing one way and the sea running in the opposite direction. This would indicate a storm of cyclonic character. It was unusual and

unprecedented and it may be centuries before such a combination of forces may be experienced again."

You may recall some of the vessels lost in the Big Storm, the list includes the ships, *Argus*, *James Carruthers*, *Hydrus*, *Leafield*, *John A. McGean*, *Charles S. Price*, *Regina*, *Isaac M. Scott*, *Henry B. Smith*, *Wexford* and *Lightship No. 82*. Then there were ships like the *William Nottingham*, the *Howard M. Hanna, Jr.*, and the *L. C. Waldo* that were swept ashore, and later salvaged.

The earlier 1905 storm also has a formidable list of wrecked vessels. But in 1905 our lake ships were not as sturdy, probably, as the ships of 1913. We still had many wooden steamers sailing in 1905, and some of them were getting pretty old. But they came through surprisingly well. Also in 1905 there was no help to be had from the modern equipment that exists aboard ship today. Even their old magnetic compasses could not be absolutely depended upon. Sailing in those days was much more by guess than it is today.

Among the ships wrecked in the 1905 storm was the *Mataafa*, in her spectacular wreck on the Duluth pier-heads. Nine men perished within sight of the shore, some of them encased in ice in the ventilator hoods where they had sought shelter after the heating system had failed. The steamer *Lafayette* was lost on the north shore of Lake Superior, and the *William Edenborn* dashed onto Split Rock up there, but was later salvaged. Her barge *Maderia* broke in two. The Canadian steamer *Monks-haven* crashed on Angus Rock; the *Ira H. Owen* foundered on Lake Superior; the *Crescent City* near Duluth; the *Argo* at Holland, Michigan; and there were many others.

The entire story of lake shipwrecks and of the Great Lakes in general will never be told. Every mile of shore line and every ship has its own thrilling tales which should not be lost. Applicable to the lake story is the familiar verse from the Bible, "They that go down to the sea in ships and occupy their business in great waters; these men see the works of the Lord, and his wonders in the deep."



Waters Astern

By HERBERT W. DOSEY



MANY CHANGES HAVE COME to the lakes since the advent of their discovery by white men. Their waves have danced to the songs of the early voyageurs and their shores have echoed the thunder of Naval combat. They afforded access to the hinterlands of the central west and they served mightily in the winning of the far west. With the founding of settlements a feeble commerce was born which grew to a robust activity as immigrants pursued the setting sun. The canoe, bateau, schooner, brig, and steamship developed through overlapping cycles during a continuous transition which ultimately produced the supercarrier of the present era. The term "boat" as commonly applied to the huge modern lake vessels is a carry over from that period in early history when the bateau and the Mackinac boat were the common carrier. According to definition a ship is, "any decked vessel capable of self propulsion," which quite obviously disqualifies lakes vessels from the "boat" category.

The first few ships were manned by a courageous lot of migratory adventurers, but increased shipping attracted sailors from the eastern seaboard as rumors of better food, higher wages and shorter trips infiltrated the coastal boarding houses. Many Scandinavian, English, Scotch and Dutch seamen came to the Great Lakes sailing ships, and with them came a colorful array of nautical terms which were adopted with modification by lake men. However, since the Ohio farm lad, the Michigan woodsman and the Canadian pioneer were unfamiliar with the new jargon, we find such prevalent redundancy as, "up forward," "back aft" and "down below." Thus all doubt was removed as to the meaning of a term and so deeply were these terms implanted that they persist to this day and rare is the lake sailor who says, — "forward," "aft" and "below."

Early Maritime laws and seaman traditions led to the adoption of ocean

shipping customs such as the signing of articles by crew members, paying off in cash at the end of each trip and the issuance of customs clearance from all ports of departure. The waterfront population of the principal ports grew as shipping increased, and the saloons, bawdy houses and brothels expanded numerically to lure the lonesome tar.

During the equinoctial storms of years gone by, when the falling leaves swirled in eddies around homes ashore, the oft repeated phrase, "Pity the sailors on a night like this," was fervently uttered by the kin of seafarers, but the wag in the tavern who corrupted it to "Pity the nights with sailors like these," was doubtless prompted by bacchanalian events equally blustering.

After the nomadic adventurers had been outnumbered by career sailors the water fronts of the principal ports were permeated by a salty flavor which persisted until steamship smoke obscured the sight of passing sails.

With the opening of the Soo locks, freight for the growing west consisting largely of rails, pipe, fence wire, and nails was shipped to the rail head at Duluth. Return loads consisted of copper, iron ore, and lumber and later, grain. As lumbering became widespread throughout Michigan, Wisconsin, Minnesota and Canada co-incident with extensive grain cultivation further west, the steamship was in its ascendancy and speedily replaced the sailing vessel. By the turn of the century, due to the coming of the steamer, the duties of ordinary seamen had been taken over by a mixture of itinerant lumberjacks, miners, farmhands and hoboes, many of whom had the disconcerting habit of jumping ship at the upper lake ports in mid summer and working as harvest hands in the western grain fields. This caused considerable delay while another crew was being rounded up. Possessed of a childlike mentality they were most imprudent in their quest for pleasure and any thoughts of winter unemployment were subordinated to the desires of the moment. Able seamen, mates and engineers were a bit more stable and the lads from the St. Clair River towns of Algonac, Marine City, St. Clair and Port Huron along with their Canadian contemporaries, were considerably more steadfast in their chosen occupation.

The practice of paying off crews in cash at the end of each trip increased the temptation for a fling ashore, with the result that most ships

had a complete turn-over of able and ordinary seamen and frequent changes among the mates and engineers. A particular case is recalled of the stoker who bluntly replied that he was "getting off" because he had sixty "bucks." The continuous turnover made jobs plentiful and every incoming ship offered berths to the insolvent and usually hungry applicants. A common joke among newly signed crew to the effect that they had "never missed a meal but had postponed a lot of them," always circulated around the cabins with embellishments. Continuous repetition never seemed to diminish its potency. The time honored query, "How does she feed?" was indicative of the primal requirement of most applicants and the magnitude of the recommendation was usually inversely proportional to the length of service aboard of the one to whom the question was directed. The first meals were always eaten with gusto but as they, "got the wrinkles out of their belly," enthusiasm gave way to indifference and finally to the griping which preceded the "getting off" phase of the cycle. The previous ship was always held in high esteem and conversation was usually interspersed with references to the herculean exploits of her "old man," the mate, or some other supercrewman.

The case of bos'n George is vividly recalled as his frequent references to the *Pee-Gash-Us* and the miracles of navigation performed by her "old man" were deeply mystifying. Adroit questioning of George and our intimate acquaintance with lake ships never produced any clues to aid us in identifying this phantom *Pee-Gash-Us*. Enlightenment came as a bolt from the blue as we were gathered on the forehatch one sunny Sunday forenoon when George leaped to his feet and running to the port rail proudly announced, "Here she comes." And there, majestically sweeping along for all to behold came the Interlake steamer *Pegasus* up bound light. The mystery was solved and George was vindicated.

Crewmen never tired of singing the praises of cooks on other ships and the incumbent "meat burner" aboard their present vessel was always the worst of the lot. Why corned beef was termed "steel trust chicken" was never proven but many seamen vehemently declared that at one time chicken had been "verboden" on the tin stackers, so named because their stacks were painted silver with a black crown. Prunes are still known as

"Anchor Line strawberries" and passing time does not seem to re-classify this commodity.

An amusing incident occurred in Milwaukee as we were discharging a cargo of fine slack coal up the Kinnickinnick river prior to the first world war. The decks were covered with black dust which was wafted through open doors and windows by the summer breeze. The cook had set bread dough that morning which raised and overflowed on to the table, and in his haste to knead it back into the pan he discovered, too late, that the table was covered with coal dust, most of which was now in the dough. When served, the slices presented a mosaic of beautiful hair line designs which were promptly eaten with neither aesthetic appreciation nor ill effects.

During the passage from Milwaukee to Escanaba for ore we rolled pretty hard in a beam sea. Since cooking was impossible, the steward placed dishes with sandwiches in the large galley sink where the ships' motion could not send them adrift, and as a receptacle for used dishes he nailed a huge old bread pan to the serving table. Having perceived the chief engineer approaching the galley door, one of the lads firmly grasped the nail fastened pan in a mock gesture of holding it steady. Joining the group in the galley the chief took his turn at holding the fastened pan, now full of dishes, whereupon all hands walked out leaving him alone and unaided. We disposed ourselves around the deck out of sight but within earshot of the galley to better follow the result which came without delay. His vehement protestations about holding a condemned pan when he had engines to run, interspersed with vociferous maledictions against the misbegotten crew, brought the second cook to the scene. This dignitary suggested abandonment of the pan to the whims of Neptune, so cautiously relaxing his grip, the chief backed away fully expecting the next roll to heave his charge crashing to the galley floor. When nothing happened he tested the stability of the pan with a jerk and finally, on discovery of the hoax, fled to the engine room. The old chief was never the same after that.

Upon another memorable occasion we had shipped two lubbers as stokers when no experienced hands could be found. These fellows were promptly taken in charge by our mischievous porter who dubbed himself the "ships fire warden" and proceeded to put the neophytes through

an improvised fire drill. They were instructed to disrobe and climb into their bunks. At the count of one they were to get up and dress, at the count of two they were to hasten on deck and unship the deck hose which was festooned in beackets along the port railing, and at the count of three they were instructed to rush the hose forward along the port side, up the steps to the fo'c'sle, around the pilot house, down the starboard stair and run aft. If this nonsensical excursion was completed in three minutes they were to be awarded a "certificate of proficiency." As all of this was unknown to me, I, the mate, unwittingly became an accomplice in the nefarious plot. The scuffle of running feet and the banging of a dragging hose coupling aroused curiosity as I sat in my room. I emerged on deck in time to see two men top the stair dragging the deck hose. Tailing on, my coat tails flapped in the breeze as I was hauled around the wheel house at a fast pace. Down the starboard stairs we went and not until we arrived amidships in our mad flight did reason return to route my hasty and undignified impulse. Having awakened the irate captain from his afternoon nap I suffered the added embarrassment of having to defend my sanity. I never pressed inquiry into the outcome of the fire drill.

During fire drill aboard another ship earlier in my career, I, as second mate, had charge of the after pump crew. Since the hand pump was in the fantail the only proof of its operation was to direct the stream out the port gangway where it could be seen from the bridge. At the signal of fire aft we hastened down the companionway, unreeled the hose and reached for the two pump handles which were carried in a rack on the bulkhead. These handles are shaped like baseball bats and they are inserted into the hollow ends of the pump beam. To our dismay one handle was missing, so no pumping and no stream. Time was up, the drill was over and our frustrated pump crew emerged on deck to behold the second cook tamping ice around the ice cream freezer with our missing pump handle. When I explained the absence of that stream to our inquiring captain he laconically opined as how it would be all right to let the ship burn so long as the crew had ice cream.

The days of "wooden ships and iron men" were ending shortly after the first world war and their passing was high lighted by the last of many

amusing incidents that ended with that colorful era. Due to slow shipping and an unsavory reputation, one "Box Car Kelly," a resourceful and breezy rascal, was having difficulty finding a berth. Since others of his ilk were faced with the same problem, Kelly conceived a plan to find a berth for the boys and so, having assumed the role of crimp for the port, he circulated among the idle brethren with the promise of a ship for a fee. When he had signed a sizeable complement and collected in fees all that the traffic would bear, he led his motley crew to a wharf near the site of the present Cleveland stadium where the old Milan built schooner *Unadilla* lay moored, stripped and abandoned. This, he informed them, was the ship he had provided and which he had been tipped off would soon be fitted for sea. How he escaped the wrath of his dupes is not recorded.

Sailing entails a loneliness that even love for the sea and ships cannot entirely dispel. This inevitably led to a lot of buffoonery, so Einar became the unwitting victim of one of those ever recurring pranks so artfully contrived to dispel the monotony. Being one of those rare hands who stuck to one ship we permitted him to disembark at the Soo on the last down bound trip early in December and thus shorten the journey to his home near Knife River. This small reward for continuous service made such a profound impression upon Einar that he felt impelled to bid farewell to each of the crew individually, which provoked the incident and provided the opportunity.

Somewhere near Gros Cap lightship he emerged on deck with his two battered suitcases which he placed upon No. 1 hatch in readiness for his "getting off" at the Soo. Then, leaving the forward crew until last, he proceeded aft to bid farewells to the afterguard. This did not take long but it allowed sufficient time for the forward crew to open the bags and load them with old shackles, hatch clamps and sundry scrap iron. Not being entirely satisfied with their handiwork thus far, they padded and stuffed the remaining spaces with grain just to make sure that the job was "all shipshape and Bristol fashion." As a final comradely gesture he was assisted ashore with his well ballasted luggage and the last we saw of Einar he was slowly trudging towards town with sagging shoulders and stretched arms and we faintly suspected that his frequent stops to

wave us farewell were inspired by motives other than to wish us bon voyage. He joined another ship the following season but I met him in Ashland and learned of his father's appreciation for the generous heap of chicken feed we had sent home with his son.

Early recognition of the tremendous future potential of lakeborn commerce prompted the ship owners to strive for improved working conditions and greater safety to ships and personnel. Through their Lake Carriers Association, crews quarters were made more commodious, the working plan was changed from the two watch system to three watches, seaman's wages were constantly increased and safety committees aboard ship were alerted to occupational hazards. These inducements together with the higher national educational standard produced the type of steamship men now actively engaged in the continuous record-shattering activity of moving phenomenal tonnages. Navigation and engineering schools impart the technical knowledge essential to the efficient operation of a complex modern ship and assure advancement commensurate with ambition and diligence.

Wage payments by monthly check and shipboard banking facilities have engendered thrift and stability unknown to the profligates of yesteryear.

While on the subject of pay checks I am reminded of coal passer Jeeter. Jeeter was drunk, and he was "getting off," as we were discharging ore at Zug Island in lower Detroit. Jeeter had \$115.00 coming which he requested in two checks, \$100 for Jeeter and \$15 for his dependent mother in Slagtown, better known as South Chicago. This request was promptly granted but somehow the \$100 check got into the envelope addressed to the mother, which we mailed, and Jeeter got the one with the \$15. By the time he had recovered from his bacchanalian debauch we were steaming toward Sandusky for coal and basking under the vision of a happy old lady in Slagtown.

The characters encountered aboard ship in the old days were as varied, and too frequently as fluid, as the clouds in the sky. There were morons, half wits, fugitives from factory work, perverts and drunks. Also fine lads from the rich and the poor, just seeking adventure or financing an education. We carried fugitives from justice, dreamers allergic to claus-

trophobia and members of that numerous brethren to whom a steady routine job was a fate worse than death. There was Bill, our second cook aboard the old *G. A. Flagg*, an Oxford graduate, and Al aboard the *Pendennis White* of the old Mitchell line. Al married one day and the next day he absconded with his bride's bank roll. He was a very mild mannered, unobtrusive sort of fellow, particularly when a United States marshal and two Duluth policemen came aboard to invite him up to their place of business.

Then there was Asa. Asa hailed from the hinterlands of old New York state, "at the mountains," where, so he said, they called him Acie. Having made several trips as a deckhand, Acie aspired to better things and began casting covetous eyes at the job held by the "grinders" who are listed in the ship's register as wheelmen. Having satisfied himself that "wheeling" was for him, he made discreet inquiry concerning qualifications for the job and was promptly advised by his scheming shipmates to see the mate.

And so it came to pass that Acie tapped on my door to request audience while his snickering pals gathered outside. He hastily voiced his hopes and not wishing to thwart ambition I sparred for time by telling him that he must first learn the compass. But Acie confidently informed me that the compass was no mystery to him. "I learned it in school," said he, "North is up and south is to yu." This theory seemed like an ominous portend of the approaching streamlined era but being conservative navigators and a bit old fashioned we continued using the old method. Acie wound up his sailing career in a blaze of glory at the Iroquois Inn that fall and returned to his natural habitat, the mountains, where "North is up and South is to yu."

The steamship man of today is a highly trained specialist. He is familiar with electronic direction finders, gyroscopic compasses, ship-to-shore telephones, radar and depth sounding recorders.

The engine room crews, besides maintaining and operating the main engines and turbines, have mastered mechanical refrigeration and an array of auxiliary devices unknown aboard a decade after the turn of the century. The heavy toil of hauling aboard tons of ice for the cooler and tons of hard coal for the galley stove is speedily following the old

wooden hatch cover to oblivion. Steering is now mechanically activated and there isn't any need to pad the wheelhouse ceiling with mattresses as, legend insists, was done aboard the old *Hiawatha* to prevent bruising the wheelsman when a quartering sea against the rudder spun the wheel and tossed him around.

The world order is change, as witness the passing of sail, of the chugging little high pressure tug, the evolution and demise of the palatial side wheeler, the vanished lumber hooker and package freighter. But the lakes are the same, only man's devices change. To those who respect them the lakes are kind and bountiful, but when held in contempt their reaction is lethal. The rivers, bays, islands and coast lines are quite the same as when first observed by Champlain and Marquette and when so familiar to Etienne Brule. Man's intrusion with fickle customs can never change their moods nor suppress their robust sparkle in the summer sun. And to one attuned to their caprices, by virtue of close communion and retrospect, the shades of those who have gone on before will re-appear during the long silent watches of the night. The rollicking songs of the early voyageurs will be faintly audible from afar, attuned to the dip of their paddles, and on a calm night, when the translucent haze softens the moonlight, the rustle of canvas and the creaking of halyard blocks will float over the water, perhaps accompanied by:

Some with a shovel
And some with a spade,
Some with a pickaxe
Each man to his trade,
Our fingers were numb
And our knuckles were sore
As we cursed Escanabee
And red iron ore.

The American Grain Trade of the Great Lakes, 1825-1873

By THOMAS D. ODLE

PART II

CLEVELAND'S GRAIN TRADE until the early years of the 1850's was the largest on the Great Lakes, yet the Western Reserve section of Ohio, which was Cleveland's immediate hinterland, was not a grain-raising section. The conditions for the cultivation of grain were found to be unsatisfactory in the Western Reserve, and as a consequence this area turned to dairying, the manufacture of cheese, and other types of farming.¹ Cleveland's grain trade was derived from the southern counties of Ohio along the Ohio and Erie Canal, and the trade of this region had formerly gone down the Ohio and Mississippi Rivers.

In the early years of the 1850's, Cleveland lost to Toledo, Chicago, and Milwaukee its preeminence as a grain center. The reasons for this change were the adoption of more diversified farming in Ohio and the movement westward of the center of grain production.²

In the decade of the 1840's, Toledo, Chicago, and Milwaukee accomplished the same diversion to the Great Lakes route which had first been

1. Ohio State Board of Agriculture, *Third Annual Report, 1848*, p. 9; Robert L. Jones, "The Dairy Industry in Ohio Prior to the Civil War," *Ohio Archaeological and Historical Quarterly*, vol. 56, p. 60.

2. The center of grain production tended to shift westward because pioneer farmers frequently concentrated on grain for their early crops for the reason that their lack of capital hampered them from buying cattle or sheep or engaging in other types of farming. As they acquired capital, they were better able to engage in other types of farming, and because of the competition of the rich new lands being brought into production farther west on the frontier, they were led to make the change. They were also led to adopt other types of farming due to reductions in their grain crop yield—land devoted too exclusively to wheat production soon became "wheated out." See C. W. Thompson, "The Movement of Wheat Growing: A Study of a Leading State," *Quarterly Journal of Economics*, vol. 18, p. 576; Merrill E. Jarchow, "King Wheat," *Minnesota History*, vol. 29, pp. 24-25.

accomplished by Cleveland in the previous decade. A wagon trade sprang up to these ports in the late 1830's and early 1840's before either canals or railroads reached them. Toledo succeeded in attracting the trade of the Wabash River Valley. This trade was carried by wagons to Fort Wayne, Indiana, and from there the grain and flour were taken by boat down the Maumee River to Toledo. In the early 1840's Chicago and Michigan City, Indiana, also developed a wagon trade with this area and secured a share of its produce, but the opening of the Wabash and Erie Canal in the early 1840's quickly put an end to the competition of the latter cities.

The Wabash and Erie Canal paralleled the Wabash River and was linked at Defiance, Ohio, with the Miami and Erie Canal. The Miami and Erie Canal ran from Toledo through the western counties of Ohio to a terminus on the Ohio River at Cincinnati. It was this canal which enabled Toledo to carry off a large proportion of the grain of the southwestern counties of Ohio. This region had formerly been tributary only to Cincinnati.

The diversion of grain accomplished by the Miami and Erie and Wabash and Erie Canals was largely responsible for Toledo's commercial position in 1860 as the second largest grain-receiving point in the United States. The production of grain in the vicinity of Toledo, however, had little to do with that city's commercial prominence. The *Toledo Blade*, in an article published in 1860, sought to explain the paradox of Toledo's commercial importance and small size (a population of only 13,784 in 1860) by noting:

... the growth of Toledo ... has been slow in comparison to some Western cities ... owing to the fact that North Western Ohio was a densely timbered country, and could not be brought so rapidly into a producing condition as could the broad prairies of Illinois. True our great arteries ... have pierced the forests and brought us from afar the rich harvests of the West in an ever increasing abundance; but ... Toledo is yet to receive the great impetus derived from an improvement of a section of country tributary to this point.³

By 1860 the railroads leading into Toledo were hauling more than double the amount of grain carried to that city by its canals, but the

3. *Toledo Blade's Annual Statement of the Trade and Commerce of Toledo for the Year 1860*, 24-25.

hinterlands from which this grain was derived continued to be the same. The railroads merely paralleled the older canal routes: the Dayton and Michigan Railroad paralleled the Miami and Erie Canal, and the Toledo and Wabash Railroad ran alongside the Wabash and Erie Canal.

Chicago's grain trade was derived from the Mississippi River Valley and from the valley of the Rock River, a tributary of the Mississippi. In addition to these Western hinterlands, Chicago also received grain from the Illinois River Valley.

The grain trade of the Rock River-Mississippi River region was diverted to Chicago, instead of continuing on down the Mississippi to the St. Louis market, largely because of the very serious obstructions to navigation in the Mississippi River above St. Louis, the Des Moines and Rock Island rapids. The Des Moines, or lower rapids, were located about 150 miles above St. Louis near the mouth of the Des Moines River at its confluence with the Mississippi and were 11 miles long. The upper, or Rock Island rapids, 13 miles long, were located 70 miles farther up the river at Rock Island, an island formed by the confluence of the Rock River with the Mississippi.

At both rapids the cargoes of boats navigating the Mississippi had to be unloaded and portaged or lightered past the obstructions, except in periods of high water when boats could sometimes pass safely over. The expense entailed made the shipment of grain downriver to the St. Louis market costly, a factor which benefited the grain trade of Chicago. The *St. Louis Missouri Republican* commented in 1849:

The improvement of the Upper Mississippi Rapids we look upon as a work of vital importance to our citizens. The difficulty, particularly in a low stage of navigation, in crossing these barriers, and the consequent high rates of transportation, greatly retard our trade with the rich country bordering on this stream; and if some measure be not adopted to obviate this difficulty before the completion of the Chicago and Galena Railroad, the direction of trade will be influenced in favor of the former place, and greatly affect us in one of the most lucrative branches of our commerce.⁴

The rapids above St. Louis were not improved until 1877 when canals were completed past these obstructions by the Federal government. Prior to that time, however, the Galena and Chicago, and the Rock Island

4. *An Annual Review of the Trade and Commerce of St. Louis, for the Year 1848, Compiled for the Missouri Republican Newspaper*, p. 2.

Railroads had served to divert much of the grain trade of northwestern Illinois and southern Wisconsin to Chicago.

When the upper Mississippi region began to produce a grain surplus in the late 1850's, its grain trade was also largely diverted to the Great Lakes route. The regular course followed was shipment by barge or steamboat downstream to the termini of the railroads on the river, and railroad shipment from these termini to the Great Lakes ports of Chicago or Milwaukee.

Chicago was also brought into competition with St. Louis when the Illinois and Michigan Canal was finally completed in 1848. This canal placed Chicago in communication with the Illinois River Valley. Previously the trade of the Valley was tributary to St. Louis, but with the completion of the canal the surplus grain of the northern section of the valley was generally shipped to Chicago because that market was closer and transportation costs were consequently less.⁵

The Illinois and Michigan Canal ran through a part of the enormous prairie region which lay at the foot of Lake Michigan, stretching from the Wabash River westward beyond the Mississippi River. The section of this region in northern Indiana and Illinois between the Wabash and Mississippi Rivers was called the Grand Prairie. This name was probably given to the area because of its contrast with the much smaller prairies, surrounded by timber, which lay alongside and near the Great Lakes from northern New York state on westward and up through southern Wisconsin.⁶ The Illinois River Valley, which in its northern part lay athwart the Grand Prairie, was one of the forested arms which stretched

5. James W. Putnam, *The Illinois and Michigan Canal, A Study in Economic History*, *Chicago Historical Society's Collection*, X, 102-103.

6. In 1856 a traveller and geographer of the Middle West described the country at the foot of Lake Michigan as follows, "The level area, embracing the whole country lying between . . . the Mississippi . . . and . . . the Wabash, is denominated the Grand Prairie. The surface is undulating . . . But the general aspect of the country is that of a dead level sea of grass. Grand Prairie does not consist of one vast tract alone—it is made up of a great number of continuous tracts, centering upon an immense plain. Long reaches of timber stretch, in narrow lines, far into that plain, while broad arms of prairie are extended out between. The central plain itself is utterly destitute of trees and shrubbery." — Jacob Ferris, *The States and Territories of the Great West*, 207-208.

into that region, and the Illinois and Michigan Canal, between the Illinois River and Lake Michigan, provided an outlet by which this prairie region could ship its products to Chicago.

The settlement of the Grand Prairie area, however, was slow. There was a lack of timber in this region for buildings, fences, and for fuel; and the tough sod and matted roots of the prairie soil required five or six yoke of cattle to break the first furrows. In addition — and probably the most serious problem of all — the area was frequently swept by prairie fires which fed on the dry prairie grass. These problems, however, were eventually overcome. A lumber trade through Chicago from the forests of northern Wisconsin and Michigan developed; plows especially designed for prairie soil were manufactured; and the slow mode of settlement solved the problem of prairie fires. The open prairie was first ringed by a range of farms protected by firebreaks, and then farms were added tier by tier until the area was occupied. Population density maps of Illinois, however, show that large areas of the Grand Prairie were still only sparsely settled as late as 1860.

The statistics of the grain movement on the Illinois and Michigan Canal, as well as on the Illinois Central Railroad, which also began serving this area in the 1850's, reveal that the Grand Prairie region was the source of the enormous receipts of corn which Chicago first began to receive in 1848. The movement of wheat on the Illinois and Michigan Canal was far overshadowed by the movement of corn. The reason was that the poor drainage in the region made the area more suitable for the cultivation of corn than wheat. Wheat requires a well drained soil because the roots of the wheat plant easily rot out when there is too much moisture in the soil. Today the Grand Prairie region is the easternmost prairie section of the area which appears on crop production maps as the "Corn Belt" of America.

The largest proportion of Chicago's wheat in 1859 came from the Rock River Valley. Chicago succeeded in diverting the grain trade of the lower section of that valley by means of the Chicago and Galena and other railroads, but it was left to Milwaukee to divert the grain trade of the upper section of that region.

A Wisconsin pioneer wrote that the Rock River Valley was "a wheat-producing region . . . unsurpassed by any portion of Wisconsin and only equalled elsewhere by the celebrated Genesee Valley in the state of New York."⁷ The productiveness of the region was due to its small and well-drained fertile prairies and its rich oak-openings. The Rock River Valley lay inland some 65 or 70 miles from Milwaukee and was the goal of all the early internal improvement plans of the commercial men of that city.

The Milwaukee and Rock River Canal Company was incorporated in 1838 in order to divert the grain and the lead of this region to Milwaukee. Owing to financial difficulties, however, only about a mile of the canal was completed, and Milwaukee continued to depend on a wagon trade to and from the area. This wagon trade was improved shortly after 1847 by the construction of two plank roads to the Rock River Valley. These roads played an important part in Milwaukee's early grain trade, but within a few years their usefulness was offset by railroads, built over much the same routes.

The first plank road to be constructed was the Milwaukee and Watertown Road which was completed in 1851. It cost \$119,000 to build, but the receipts were sometimes as high as \$1,300 a week. Another plank road was built after 1849 to Janesville, Wisconsin, on the Rock River. This road led to a lower section of the Rock River Valley, and because of the greater distance to Milwaukee it was not so great a success as the Watertown Road.

In the more southern section of the Rock River Valley Milwaukee was faced by the competition of Chicago and of the two Wisconsin ports, Racine and Southport (now Kenosha). These two ports, located on the Lake Michigan shore between Milwaukee and Chicago, began the construction of railroads to the Rock River Valley in the late 1830's and early 1840's, and both also developed a large wagon trade with that area. Because of their inadequate harbor facilities, however, neither one of them was able to rival seriously the grain trade of Chicago and Milwaukee.

(To be continued)

7. *Senate Miscellaneous Documents*, No. 60, 31 Congress, 1 session, p. 11.

Wreck of the Steamer *Simcoe*

By WILLIAM SHERWOOD FOX

IN MANY WAYS SHIPS ARE LIKE MEN. If you would understand the last days of a tragic human career, learn something of the man's close kin and early life. Often the world is suddenly shocked by the foundering of a seemingly staunch ship. Probably some of the mystery will be dispelled if you take pains to probe into her past and to find out the histories of other ships built in the same yards.

Certainly, when in 1880 the propeller *Simcoe* went down in upper Lake Huron the public welcomed the disclosure of a few facts of this kind as throwing some light upon causes of the disaster. Not long after this distressing event, it seems, the press reported that the *Simcoe's* sister ship, the *Zealand*, had met a like fate in the same waters. Worse still, it became widely known that both ships were not what they appeared to be; they were really old craft of ill repute masquerading under new names. Originally the *City of Chatham* and the *Mary Ann Robinson*, respectively, they had been built by the same man and had the same misfortunes on the water. After only a few busy seasons afloat they were burned, and sank, the *Chatham* in Burlington Bay, Lake Ontario, the *Mary Ann* in Byng Inlet, Georgian Bay. In 1879 a shrewd, thrifty shipbuilder of the Georgian Bay lifted both hulls and proceeded to give them new identities.

Upon each hull new upperworks were raised. In their bright garb of fresh paint both vessels looked as spick and span as absolutely new creations. The *Chatham* was christened *Zealand* and the *Mary Ann*, *Simcoe*, and then, after being officially declared safe and sound, were commissioned to ply the waters of the Great Lakes for the season of 1880. Late in that season both ships went down in Lake Huron not many days apart. All that is known of the *Zealand* is that she vanished. The story of the *Simcoe's* last hours and of her gallant though vain fight

against the elements is an old and well-attested chapter in the chronicles of Great Lakes shipping.

The *Simcoe's* owner put her on the profitable run between Chicago and Collingwood on the Georgian Bay. Her crew was made up of first class seamen. Dick Hill, an experienced and reliable sailor, was in command; the first mate, Parsons, was a captain in his own right; the chief engineer, Nesbitt, had his first class papers. But offset against the high rating of her men was a sinister fault of the ship, a fault which from the very first had gravely impaired her operation — she steered badly, indeed, even dangerously. If not watched she would sheer off to one side and suddenly shoot over to the other. She was just like a bow-heavy rowboat magnified a thousand times. The wheelsman dared not loosen his grip on the wheel for a moment. But much worse than this was said about the *Simcoe*. Gossip had it that her crew were fearful that under stress of weather her old *Mary Ann Robinson* bottom would drop off her new *Simcoe* upperworks.

A bare quarter hour after midnight on Friday, November 19, 1880, the *Simcoe* left Chicago bound for Collingwood. She had a normal, quiet run down the west shore of Lake Michigan and shortly before noon the next day turned into the harbor of South Manitou. By this time a strong westerly gale with snow squalls had set in. To kill two birds with one stone Captain Dick Hill took on a load of firewood and decided to stay at the dock until the gale blew itself out and the skies cleared. The vessel resumed her course at midnight on Monday and favored by a light south-west wind pressed on through the Straits of Mackinac, passing Cheboygan at half past three the next afternoon. The lake was smooth, the wind south, and was still in that quarter when at two o'clock on the Wednesday afternoon she passed the lighthouse on the Duck Islands. She was now well on her way to the entrance to the Georgian Bay and she had every reason to count on being off Cove Island light, sixty-three miles away, by seven o'clock in the evening. The last leg of her journey was almost in sight. The captain and crew were in high spirits.

But the ways of great waters, fresh and salt alike, are unpredictable. In less than two hours after the *Simcoe* left the Duck Islands the wind had gradually stiffened and had raised waves of such a height that they

magnified the ship's chief weakness to an alarming degree. In the heaving seas she steered like a log and labored terrifically. The relentless battering of the waves shattered and stove in the anchor shutters. In seconds, it seemed, the midship gangway on the weather beam was driven in. A gangway plank was strongly lashed across the gap. But it was not wide enough to fill the yawning space and to keep the water from dashing in and swirling over the deck. Captain Hill did some lightning-quick thinking. With the combined strength of two or three men at the wheel he swung the *Simcoe* right about from east to west, thus putting the vulnerable gangway to leeward. For a while the going was easier. But the respite was agonizingly brief. Hill saw the moment for final decision had come. He ordered the crew to throw the whole deckload of cargo overboard. But that, like the crude plugging of the gangway, was no more than a momentary stopgap. It was like giving a pick-me-up to a dying man. Of what avail were these feeble makeshifts against the steady flooding of the hold? Though the pumps were kept going all night the water gained inch by inch. Throughout the endless, dragging hours of darkness one question above all obsessed captain and crew as with a madness: how many inches more will the old ship stand?

When dawn broke on the twenty-fourth the faint hopes of the night before had wholly faded. Soon after nine the fires under the boiler were drowned out. Having foreseen this calamity coming the captain had had the sails set and had made up his mind to stay with the *Simcoe* as long as she remained afloat. But this too was only a makeshift, staving off fate for but a scant few minutes longer. Suddenly, as if exploding, the gale ripped off the foresheet and forced the crew to lower sail. All their attempts to secure the gaff and to reset the torn canvas were frustrated by the violence of the vessel's rolling. Loud creaks and cracks as of timbers being broken like matches added to the general dismay. Not a fraction of doubt was now left: the *Simcoe* was already breaking up.

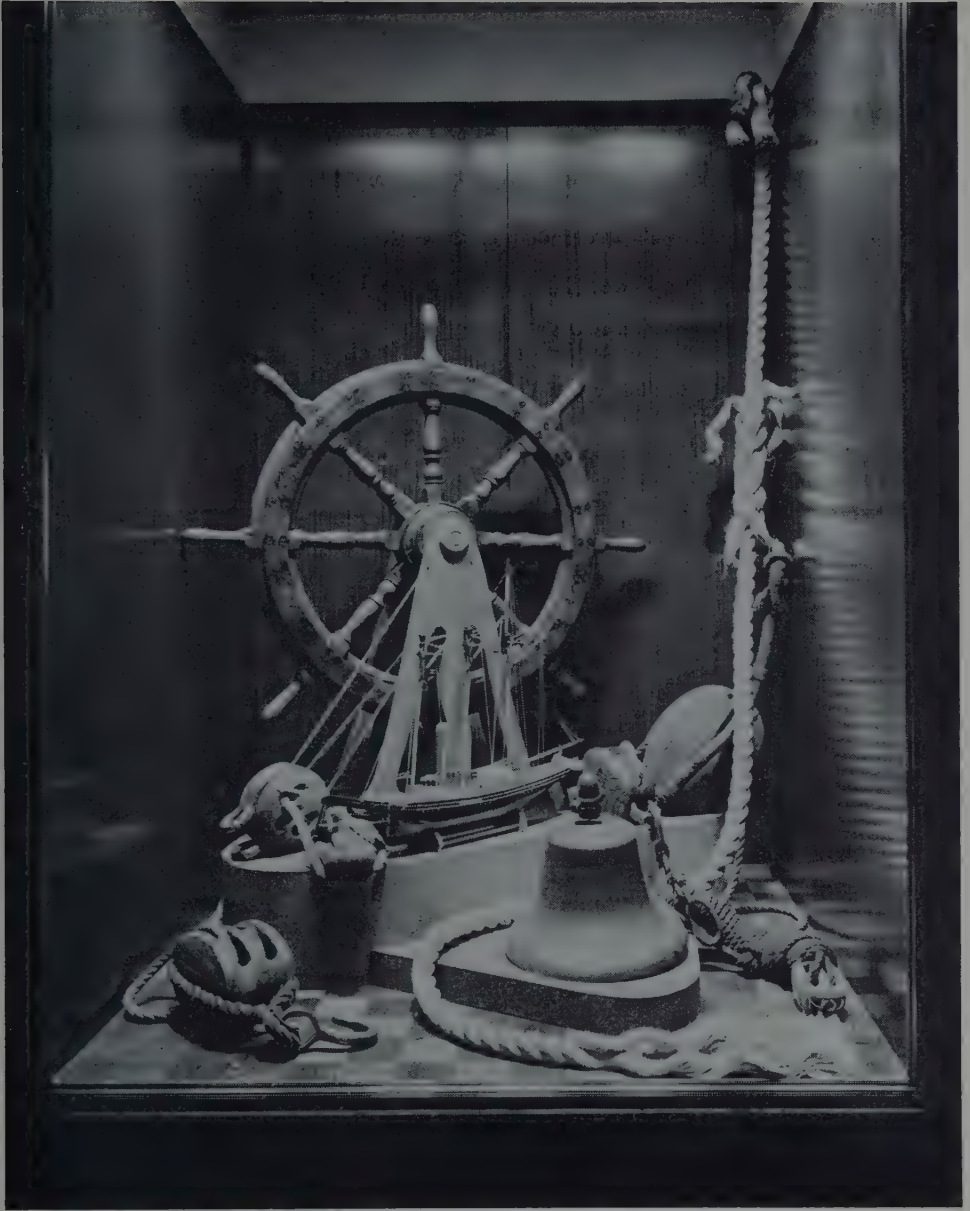
It was now noon. The two hands of the clock standing upright together marked the boundary between safety and death as clearly as they divided one half of the day from the other. In the pause that this moment of crisis gives us who read the story we must for justice's sake note a certain fact: in the survivors' account of their experience there is not the

faintest hint that the ancient hull and new upperworks parted company. Ungainly and awkward though she was the *Simcoe* went down as a unit — her whole self — a manner which comported well with the gallantry of her captain and his crew.

Everything that happened after the stroke of noon took less time than the telling of it. The order to lower the boat had been put off too long. The *Simcoe* sank suddenly like a stone. In the fraction of a second the crew found themselves in the heaving waters, each clinging to a bit of wreckage. The first mate, the chief engineer and a wheelsman managed to clamber into the lifeboat. Their one thought now was to save their comrades: quickly they dragged in two who were close by, a fireman and a deckhand. This success whetted hopes and fired effort. But the spreading tangle of the bobbing pieces of wreckage and the breaking crests of the great seas balked every attempt at rescue. Yonder the second wheelsman was clinging to a spar; even as a hand was reached out to grasp him numbness caused him to lose his hold. Swiftly the men in the boat sheered to the right toward the second engineer who, riding a heavy plank, was trying to paddle to the boat with his hands. A wave threw a floating mast squarely between him and safety. The rescuers turned sharply to the left where a deckhand was buoyed up on the roof of the wheelhouse; before he could be reached even with a pike pole he had disappeared. For the men in the boat the equal of a lifetime's heartache had been compressed into minutes; they saw their comrades one by one drop into the abyss of death.

When the last had gone — and not till then — did the five survivors give any thought to themselves. Manitoulin Island, they knew, lay about fifteen miles to the north. They fell to the oars without delay. In the dusk of late afternoon they landed at the village of Providence Bay. Exhausted, chilled through and frost-bitten, they were given all needed aid by the hospitable fisherfolk and farmers.

But was this ordeal enough to put an abrupt end to five sailing careers? No, indeed. Though we cannot speak for all, we do know that at least one of the five sailors, the first mate, Captain Parsons, went back to the water as if nothing of moment had ever happened and in later years repeated the ordeal more than once amid the gales and high seas of the Georgian Bay.



WINDOW EXHIBIT from the Canada Steamship Lines Ltd. Marine collection at Montreal.
Photograph by Associated Screen News, Ltd.



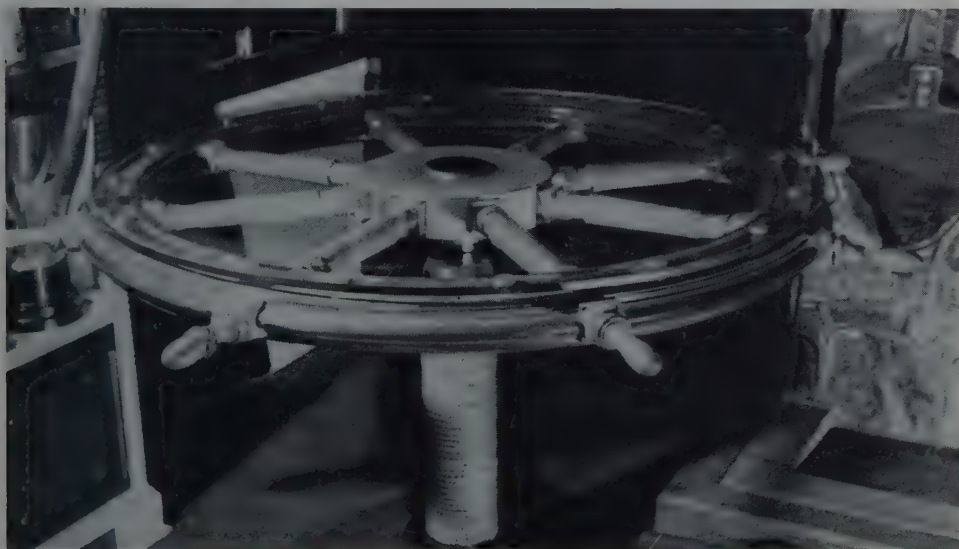
STEAMER *City of Erie*. Courtesy of the Cleveland Picture Collection, History Division, Cleveland Public Library. (See page 41.)



STEAMER *Tashmoo*, courtesy of A. T. Zillmer. (See page 41.)



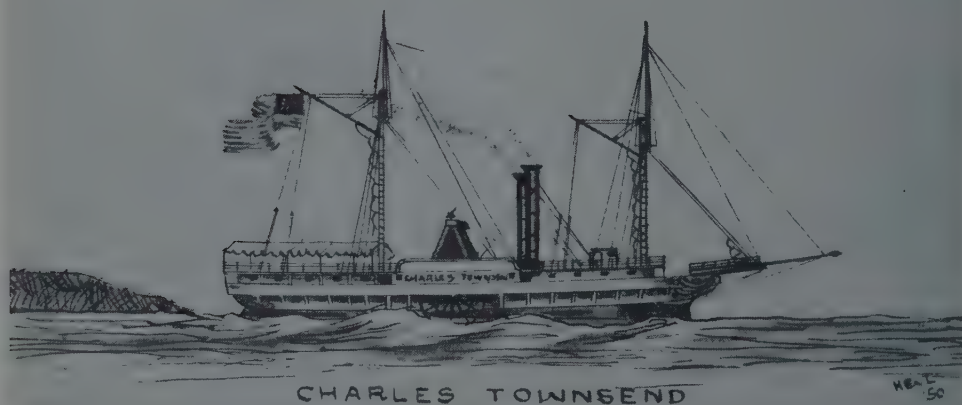
THE OTTO SCHUELE RESIDENCE, Bay Village, Ohio, showing tables made from the twin steering wheel of the *City of Erie*. Photograph by Stanley E. Butler. (See page 41.)



A CLOSE-UP VIEW of one of the steering wheel tables. Photograph by Stanley E. Butler. (See page 41.)



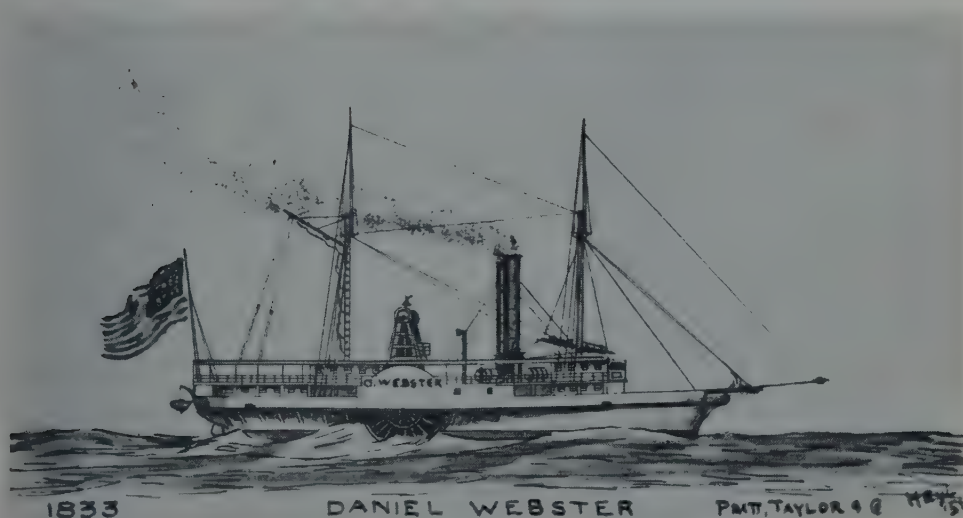
THE *Ontario*, 1816, 240 tons. Builder Asahel Roberts, Sackett's Harbor, New York.
First American Steamer on the Great Lakes. Drawn by Erik Heyl from
Van Cleve, *Steamers of Lake Ontario*.



THE *Charles Townsend*, 1834, 312 tons. Builders, Carrick & Bidwell, Buffalo, New York. Engine originally in the *Walk-In-The-Water*, later in the *Superior*. Drawn by Erik Heyl from a lithograph at the Mariners' Museum, Newport News, Virginia.



THE *Bunker Hill*, 1837, 457 tons. Builder, F. H. Jones, Charleston, Ohio. Burned in 1851 at Tonawanda, New York. Drawn by Erik Heyl from Cary's Buffalo City Directory, 1837.



THE *Daniel Webster*, 1833, 358 tons. Builder, James Carrick, Black Rock, New York. Drawn by Erik Heyl from a lithograph at the Buffalo Historical Society.



THE *G. A. Flagg*. Photograph by courtesy of Herbert W. Dosey. (See page 21.)



THE *Pendennis White*. Photograph by courtesy of Herbert W. Dosey. (See page 21.)



STEAMER *E. C. Pope*. Photograph by Great Lakes Studios, South Chicago, Illinois, from Green's *Great Lakes Directory*, 1936. (See page 59.)



THE U. S. S. *Wilmette*, formerly the *Eastland*, in Chicago river, November, 1936. Photograph by courtesy of C. H. Yates. (See page 8.)



STEAMER *Harvey H. Brown*. Photograph by A. E. Young, Sault Ste. Marie, Michigan.
From Green's *Great Lakes Directory*, 1919. (See page 58.)



STEAMER *George F. Rand*. From Green's *Great Lakes Directory*, 1932. (See page 58.)

The Erie-Tashmoo Race

By A. T. ZILLMER

THE STORY OF THIS GREAT RACE has been written time and again but it cannot be repeated too often to remind the public of the greatest race of steamboats on Lake Erie, June 4, 1901, a classic that has found its proper place in the history of the Great Lakes and will live as long as men have memories and as long as men can read.

The *City of Erie* was a passenger and deck freight steamer. Built at the Wyandotte, Michigan, yards of the Detroit Dry Dock Company; launched February 26, 1898; steel hull divided into ten compartments by nine bulkheads; staterooms 163; passenger permit 600; excursion permit 2700; special 3000; capacity for freight 600 tons; number of officers and crew 108.

The *Tashmoo* was an exclusive passenger steamer. Built at the Wyandotte, Michigan, yards with the cafe and buffet on main deck, smoking room on upper deck; passenger permit 3000; number of officers and crew 84. While the usual service of the *Tashmoo* was in smooth waters she was designed, built and classed as a lake vessel.

Other Comparative Statistics of the Two Sidewheelers

	Str. <i>City of Erie</i>	Str. <i>Tashmoo</i>
Length overall - feet	324	308
Length on keel - feet	314	300
Beam - feet	44	37.5
Breadth over guards - feet	77.2	69
Depth - feet	18	13.5
Draft, forward - feet	10.83	8.46
Displacement tons	2223	1224.
Engine type	Compound Beam	Triple Incline
Boilers	6	7

The famous race was the unusual result of steamboat talk and casual conversation, like gossip which, at times, spreads like wild-fire. Such appears to have been the spark that brought about this event.

One morning in October 1900, A. A. Parker, president of the White Star Line of Detroit and owner of the steamer *Tashmoo*, in conversation with J. W. Westcott, Marine reporter of the Detroit *Free Press*, casually mentioned the *Tashmoo* and her wonderful performance in her first year in service, adding, "She's a great vessel! In still weather and still water on a course, say between Fort Gratiot and Sand Beach, she can beat the *City of Erie* and *City of Buffalo* — I'd be willing to wager \$1000 she could beat either of them."

The *Free Press* report came to the attention of T. F. Newman, general manager of the Cleveland & Buffalo Transit Company of Cleveland, owners of the steamers *City of Erie* and *City of Buffalo*, and led to the following correspondence:

To Mr. J. W. Westcott From T. F. Newman October 20, 1900.

Dear Sir,—

My attention was attracted yesterday to a Detroit newspaper article having the heading, "Will Wager \$1000." Upon reading the article I was much surprised to see that it was my old friend A. A. Parker, who seemingly has been so prosperous during the past season that he is willing to give away \$1000, for upon such a wager as he proposes, the making is equivalent to a gift to the person taking it up.

My surprise increased as I read the wager he desired to make was that the *Tashmoo* in still water and still weather can beat the *City of Erie* or *City of Buffalo*. This statement is so extraordinary that I cannot believe it was made seriously or for publication, for I think everybody knows that comparing the *Tashmoo* to either the *City of Erie* or *City of Buffalo* is very much like comparing a 3-minute horse to the Abbott. Indeed the only still water in which I can conceive the *Tashmoo* would be on even terms with either vessel would be in a dry dock.

However, I know that men with the best of judgment sometimes err, and I shall be much obliged to you if you will inquire of Mr. Parker if he made such statements and if he made them seriously. In the event of an affirmative reply, I personally, and not as a representative of the C & B Transit Co., or of any of its stockholders, desire to accept the offer so made, for both the *City of Buffalo* and the *City of Erie*, it being optional with me which steamer shall make the run.

As I am the challenged party, I take it I have the right to name a few reasonable conditions, always conceding to Mr. Parker, however, the conditions that he has made, that the trial speed shall be "in still water and weather," and as the *City of Erie* and *City of Buffalo* are in service from May

1 to December 1 of every year, I propose the following conditions, which I feel cannot be objected to by Mr. Parker.

First: The course of the run to be from Cleveland to Buffalo or Buffalo to Cleveland, or not less than 100 miles between these two points, any day or night during the season of navigation when it will least interfere with the regular business of the boats between now and the first of July, 1901, the exact date to be fixed by Mr. Parker.

Second: Mr. Parker exacts that the run be made in still water and still weather. With this condition I am perfectly satisfied, but insist that when the boats start to make the run the steamer reaching the destination first shall be the winner.

Third: The winning party to donate the \$1000 to some charitable institution in the cities of Detroit, Cleveland or Buffalo.

I enclose to you my personal check for \$1000, payable to your order, which you may hold yourself or endorse to any disinterested party or newspaper satisfactory to Mr. Parker and yourself. This is in acceptance of the offer to wager \$1000 which Mr. Parker is reported to have made.

I think if Mr. Parker did make such a statement, he should cover this deposit within the next 30 days, or be willing to retract all that he has said about the speed of the *Tashmoo* so far as it is related to the *City of Erie* or the *City of Buffalo*. Should he fail to do either, I shall construe his silence as an admission that the *City of Erie* and the *City of Buffalo* are speedier than the *Tashmoo*.

Yours respectfully,

T. F. NEWMAN

To T. F. Newman, c/o J. W. Westcott

From A. A. Parker

October 29, 1900.

Dear Sir,—

Replying to your favor of October 20th addressed to Mr. Westcott with reference to a trial speed between the steamers *Tashmoo* and the *City of Erie* or *City of Buffalo*. I beg to advise that the statements attributed to me in the *Free Press* article referred to, were made in reply to questions presented by a representative of the paper, but the conversation as reported, omitted the fact that a particular course was mentioned by me, namely, from Fort Gratiot to Sand Beach.

I have the greatest confidence in the speed of the *Tashmoo* and am ready to "back up" everything that I stated to the reporter, and if necessary, will do even more in order to have a proper test of her speed: to this end, I wish to state that I will accept your offer to race the boats, as follows:—

1. The race to be started not later than ten (10) o'clock A. M. on a day to be named between June 1st and June 10th next. At the time of start, the weather to be calm and indications to be favorable for a continuance of the same conditions during the race; any change of conditions after the boats have started shall not affect the decision as to which is the winner. In case of any postponement, the race to be called from day to day until start is made.

2. The course named by me was straightaway from Fort Gratiot to Sand Beach, Lake Huron, or over the same course and return. My reason for naming

this course in the first instance was on account of the depth of water which would enable the boats to make better time. This is neutral water for both boats, which is fair for both sides, and for this reason is preferred by me. But, if you insist, rather than forego the test of speed, I will consent to make the run on your regular course: that is, 100 miles down Lake Erie, starting from Cleveland running down the south shore.

3. The race to be for a purse of \$2000, \$1000 to be contributed on behalf of each boat and the winner to take all.

4. Judges to be selected, one by each boat and they to select a third.

5. Details to be agreed upon between us, and in case of any dispute over the same, the judges selected to decide upon the same.

I have placed in the hands of Mr. Westcott, as requested in your letter, the sum of \$1000, to be used, in the event of your meeting me on any of the above propositions, so that we can have a satisfactory test as to the relative speed of the boats.

Yours truly,

A. A. PARKER

To Mr. T. F. Newman From J. W. Westcott October 29, 1900.

Dear Sir,—

I enclose herewith, copy of letter just received by me, which fully explains itself. Accompanying the letter was Mr. A. A. Parker's certified check for \$1000. Mr. Parker makes request of me, that your check be certified too.

Begins to look like business all around.

Kindly advise me on receipt of this as to any arrangements you may desire regarding Parker's letter or what is better, you might make reply direct to Mr. Parker.

Yours truly,

J. W. WESTCOTT

After more exchange of letters, conferences, etc., an agreement was finally reached as per the abbreviated contest rules shown below:

I. The contest to take place at about 9:30 A. M., Tuesday, June 4, 1901. The start to be made by steamers being abreast and at a standstill and from signal of one gun from stake boat.

II. Specifies course along south shore of Lake Erie.

III. Tugs to act as stake boats at each end of course.

IV. Selection of judges — owners of each steamer to select one and these two to select a third.

V. Selection of time-keepers, owners of each steamer to select two, the four so selected to select two more, six all told.

VI. Refers to searchers, three on each steamer, their duties to see that steamers maintain parallel course.

VII. The position of the steamers as to which should take the northerly or southerly course — to be decided by the judges by lot.

VIII. Refers to United States Inspectors on each steamer.

Three other conditions of minor importance. All accepted and signed by T. F. Newman, A. A. Parker.

Prior to the scheduled date of the race the *Tashmoo* was put in dry dock, scraped, repainted and given test runs to determine the best conditions under which her greatest speed could be obtained. On the other hand the *City of Erie* continued on her regular trips between Cleveland and Buffalo and made such preparations as she could without interfering with her regular operating service.

Many pages and columns of publicity appeared in newspapers and other publications throughout the country. Visitors came to Cleveland in countless numbers. The *Tashmoo* arrived from Detroit in the afternoon the day before the race, and her Detroit backers made their headquarters at the Colonial Hotel. Enthusiasm ran rampant and extraordinary wagers were made by the Detroiters, demonstrating their faith in the *Tashmoo*.

Likewise the backers of the *City of Erie*, including the millionaire deck hands and other members of the crew, were not slow in covering wagers and making wagers of their own.

Interest in the event grew from day to day and the excitement created reached a climax on the day of the race. The public lined the south shore of Lake Erie at every vantage point to watch the progress of the race. Wireless and other present day methods of communication were still unheard of and newspapers adopted various means of keeping the public quickly advised, in some instances flying bulletins to the shore by carrier pigeons.

Early in the morning of June 4, 1901 the *City of Erie* with a load of passengers and freight arrived in Cleveland on her regular run from Buffalo. After the last passenger left the boat and the freight cargo hurriedly put ashore, the crew members hastened to make such preparations as they could in the short time remaining before she was due to take her place on the starting line.

In accordance with Article VII of the contest rules the choice of position was decided by lot. The *Tashmoo* won and chose the outer course where the water was deeper, consequently aiding somewhat her own speed and as events proved, putting the *City of Erie* at a disadvantage in a stretch of shoal water.

At the shot of a small cannon a few minutes after 9:30 A. M. the steamers were off to a good start. The *City of Erie* crossed the starting line first, but the *Tashmoo* soon caught up and the steamers continued side by side for about one hour. When they were in the vicinity of Fairport it became evident that the *City of Erie* was dropping behind, in spite of the fact that the engines were running all right. Another inspection shortly afterward revealed further loss of speed and a look over the side of the steamer proved that the steamer was in shoal water.

Some such results must have been anticipated, at least in the minds of the owners as extracts from their letters would indicate.

In A. A. Parker's letter of October 29, 1900 his reason for requesting that the race be run from Fort Gratiot to Sand Beach, Lake Huron, was on account of the depth of the water which would enable the boats to make better time.

Mr. Newman's letter of October 31, 1900 in answer to Mr. Parker's letter of October 29, 1900, stated his reason that the race be held on Lake Erie: —

I therefore cannot change any conditions named in my acceptance, not because I would not gladly do so, or because our steamer cannot perform as well, *if not better*, on Lake Huron or any other good water, as she can on Lake Erie, but purely for business reasons which would prevent our leaving Lake Erie at the season of the year you mention.

It is conceded that depth of water, as Mr. Parker stated, would enable the boats to make better time; therefore it was unfortunate that it was necessary to hold the race on Lake Erie instead of Lake Huron, for this almost proved disastrous to the *City of Erie*. It is also contended that the effect of shoal water causes power to be wasted, with less hold on the water due to the slip of the wheels. This apparently is the explanation for the loss of speed of the *City of Erie* while in shoal water near Fairport. During this lapse consternation reigned aboard the *City of Erie* as the *Tashmoo* forged ahead and held the lead for some time.

As soon as the *Erie* reached deeper water again she gradually regained all that she had lost. Her highest speed of 22.2 miles per hour was made while in the deepest water. Had the steamer operated in deeper water during the whole course of the trip, it is obvious that the difference in time in her favor would have been much greater.

The *City of Erie* was abreast of the *Tashmoo* at Ashtabula, forged ahead at Conneaut and it was her race from then on. By a pre-arranged signal by the use of kites the public on shore were the first to be advised by the judges that the *City of Erie* had won the race.

Copy of Report of Judges

On board Str. *City of Erie*, Tuesday, June 4th 1901.

To the owners of Strs. *Tashmoo* and *City of Erie*.

Gentlemen:

We as judges appointed by you to decide race between above named boats this day between Cleveland and Erie beg to report results as follows:—

	Hours	Min.	Sec.
<i>City of Erie</i> left Cleveland	9	37	56 A. M.
arrived at Erie	1	57	05 P. M.
Time of <i>City of Erie</i>	4	19	09
Steamer <i>Tashmoo</i> left Cleveland	9	38	31 A. M.
arrived at Erie	1	58	25 P. M.
Time of <i>Tashmoo</i>	4	19	54
Time of <i>Tashmoo</i>	4	19	54
Time of <i>City of Erie</i>	4	19	09
Difference of time in favor of Str. <i>City of Erie</i>			45

All conditions being favorable to both boats, we consider this one of the fairest races of the kind ever made and we therefore declare that the *City of Erie* is the winner of the race.

(Signed) PERCY W. RICE
WALDO A. AVERY
ARNOLD C. SAUNDERS

The following anecdote indicates the strong partisan feelings that created so much excitement over the race.

It has been observed that seamen take great pride in certain ships with which they have been associated as members of the crew. The steamer *City of Erie* was such a ship. It was a seaman's home for many of her loyal crew who would go a long way in defending their established affection for this, one of the great ships of her day. At the time of the race between the steamers *City of Erie* and *Tashmoo*, James Y. Randall, Chief Engineer of the *Erie*, affectionately known as Jim, among his friends and shipmates, believed and had great faith in the ability of his ship to set a fast pace for any other ship that would challenge her vaunted speed.

Jim was a man of few words and had the Scotchman's trait in regard to money matters so it was a great surprise to the general manager when Jim sauntered into his office and requested the manager to place a bet of \$1000 for him on the steamer *City of Erie*. All efforts to make Randall reconsider his proposition and take into account his own family and the fact that the *Tashmoo* was in perfect racing trim, that unforeseen things could happen, and all other arguments proved to be of no avail. Jim had made up his mind and with his faith intact, left the office. The confused manager using his own judgment did not place the bet and when the steamer *Erie* dropped behind, the boss's prediction seemed to come to pass. But Jim was not to be denied and the steamer *Erie* was finally declared the winner. Jim never knew that his bet had not been made and that the resourceful manager with a host of his friends, who had been temporarily recruited as deck hand members of the crew, and who also benefited in their gamble, contributed to a fund that was distributed to the crew and that more than satisfied Jim.

Included in the "Record of the race between the Strs. *City of Erie* and *Tashmoo*" now on file in the archives of the Western Reserve Historical Society at Cleveland, Ohio is a list of original signatures of many distinguished gentlemen who signed "Ships Articles" as deckhands on the Str. *City of Erie*; also bulletins commenting in great detail on the "Greatest Steamboat Race that ever took place on the Great Lakes."



The Story of the D & C

By FRANCIS DUNCAN

PART II



THE BEGINNING OF THE DETROIT AND CLEVELAND NAVIGATION COMPANY

“... for the purpose of engaging [*sic*] in the business of Maritime Commerce...” Charter of Incorporation of the Detroit & Cleveland Steam Navigation Company, April 18, 1868. *Record of the Stockholders' Meetings* (1868-1897), pp. 1-2. *D & C Papers*.

THE 12 OWNERS OF THE *R. N. Rice* and the *Morning Star* incorporated themselves under the provisions of an act passed by the Michigan legislature on February 21, 1867, which authorized “the formation of corporations for the purpose of engaging in commerce or navigation.” Eleven of the owners signed the articles of association on April 18, 1868, and assumed as “name of said Corporation ‘The Detroit and Cleveland Steam Navigation Company.’”¹ The 12th was a woman, whose interest was represented by one of the men as trustee.

The capital stock of the new company was set at \$300,000 which was divided into 12,000 shares with a par value of \$25 each. In accordance with the act authorizing incorporation, the names, residences, and number of shares held by each stockholder were listed in the articles of association.

1. Charter of Incorporation of the Detroit & Cleveland Steam Navigation Company, April 18, 1868. *Record of the Stockholders Meetings of the Detroit & Cleveland Steam Navigation Company* (1868-1897) pp. 1-2. *D & C Papers*. From 1868 to 1897 the records of the stockholders' and directors' meetings are bound in the same volume: after 1897 different volumes are used for each type of meeting. Since the meetings from 1868 to 1897 are clearly differentiated, it seems best to refer to them as in separate volumes.

John Owen	Detroit, Michigan	2,400
Ira Davis	"	2,400
Solomon Gardner	"	1,920
David Carter	"	840
Edward R. Viger	"	600
Joseph Cook	"	480
William B. Watson	"	480
William McKay	"	480
James Moreton	"	120
John Owen, Trustee	"	1,320
Lawson A. Pierce	Cleveland, Ohio	600
George B. Burton	"	360

The proportion of shares held by each stockholder to the total issue reveals that the stock was allocated according to the interest each individual had possessed in the steamers before the incorporation. John Owen, for example, had owned 20 percent of the *Morning Star* and the *R. N. Rice*, and received the same percentage of the total stock issue. Mrs. Annie M. Evans was credited with 11 of the 100 parts into which each of the steamers was divided. Under John Owen as trustee, she held 1,320 shares of stock, or 11 percent of the 12,000 shares.²

These 12 held among them the total issue of stock which, valued at par, was worth \$300,000. Both the articles of association and the treasurer's report of February 2, 1869, however, list the stock "paid in" as only half that amount.³ Judging from these records, there seems to be no doubt that the original stockholders received \$300,000 par value stock for \$150,000. There was no illegality to this procedure, for Section 10 of the 1867 "ACT to authorize the formation of corporations . . ." specifically empowered the directors of a corporation to call in the sub-

2. There can be no doubt that Owen acted as trustee for Mrs. Evans. Of the 12 who held interests in the steamers, her name alone does not appear on the articles of incorporation. The proportion of stock credited to her corresponds to the percentage of the steamers which she owned, and her name continues on the list of stockholders after the incorporation had taken place.

3. Charter of Incorporation of the Detroit & Cleveland Steam Navigation Company, April 18, 1868. Also: First Annual Stockholders' Meeting, February 2, 1869. Both from: *Record of the Stockholders' Meetings* (1868-1897), pp. 1-2, 5. *D & C Papers*.

scription of the capital stock in portions and at times as they judged best. There were certain advantages to the practice; a stockholder could obtain shares at a fraction of the face value and, if all went well, might never need to pay the balance. If, however, a crisis arose, he was liable for the unpaid remainder of his shares. If the financial difficulty was general enough to embarrass both the company and the shareholder, he might well have trouble in meeting his obligations. And if the assessment was not paid, he was forbidden to transfer his shares "without special permission of the Board of Directors."⁴

Although the stockholders received \$300,000 par value stock at half the face value, there is no evidence that the \$150,000 marked "paid in" resulted from a cash sale of the shares. Owen, Gardner, Davis, Pierce and Carter, elected on May 21, 1868 as the five directors stipulated by the charter, were directed to buy the *Morning Star* and the *R. N. Rice* at a price not to exceed \$150,000. The purchase was consummated ten days later, when the stockholders signed beneath the statement:

Bought of J. Owen, J. Owen Trustee, Ira Davis, Solomon Gardner, D. Carter, L. A. Pierce, E. R. Viger, J. Cook, W. B. Watson, Wm. McKay, Geo. B. Burton and James Moreton, All and each of our respective interest to and in the Engines & Boilers formerly belonging to the Steamer *City of Cleveland* together with our respective interests in all other property belonging to Steamers *Morning Star* & *R. N. Rice*.⁵

Even if the "price not to exceed \$150,000" was not mentioned in the document of May 31, 1868, the fact remains that the amount recorded as paid in and the sum set as the price of the two steamers were identical. Furthermore, the treasurer's report at the close of the season of 1868 shows no indication that money entered the treasury through the sale or allocation of stock. The cash on hand at the beginning of the long history of the D & C was only \$6,900.03, although half of the capital stock was listed as paid up.

4. By-laws of the Detroit & Cleveland Steam Navigation Company, Directors' Meeting, January 21, 1869. *Record of the Board of Directors' Meetings* (1868-1897), pp. 103-106. *D & C Papers*.

5. On a piece of stationery bearing the letterhead, "David Carter, Storage, Forwarding and Commission Merchant for Cleveland Steamboat Line," dated May 31, 1868, from an envelope entitled: *Reports and Papers Connected with Annual Meeting 1868 & 1869*. *D & C Papers*.

By the sale of their interests in the *R. N. Rice*, the *Morning Star*, and the engines and boilers of the *City of Cleveland*, the owners exchanged these assets which they estimated at \$150,000 for \$300,000 of par value stock. Par value, however, is largely a fictional term, and in this instance, was established by law. Evaluation of assets is difficult, since it relies upon the worth of the *R. N. Rice* and the *Morning Star*. In 1868 the former was only a year old, whereas the latter had operated for nearly six years. The *Morning Star*, when she was lost, was valued at \$100,000.⁶ When the *Northwest* was purchased to replace the lost steamer, the price paid was \$150,000.⁷ Using these two instances for a tentative comparison, it seems probable that the par value of the total stock issue closely approximated the worth of the two steamers.

While the act of incorporation provided the legal basis for the existence of the company, it was the bylaws which defined the duties of the officials and outlined certain codes of procedure. The bylaws, which were not completed and accepted until January 21, 1869, conformed with the explicit standards of the act of incorporation. Annual meetings were to be held at the home office on the first Tuesday of each February, when each stockholder cast as many votes in the election of a board of directors as he had shares of stock. The board of five directors, in turn, selected from themselves a president, secretary and treasurer. In times of prosperity, the directors had the pleasant power of declaring dividends and, in emergencies, the less agreeable duty of recommending additional payments upon the capital stock.

The three major officers of the company were the president, secretary and treasurer. As might be expected, the first of these was to preside at the meetings of the directors and stockholders, sign stock certificates, and appoint the agents, captains, engineers, clerks and stewards with the approval of the other directors. The power to fill the subordinate positions on board the ships was left to the captains, subject to the review of the President and the board. The functions of the treasurer and the secretary were implied in their titles.

6. *Detroit Free Press*, June 22, 1868.

7. James Cooke Mills, *Our Inland Seas*, Chicago, A. C. McClurg, 1910, p. 240.

John Owen filled the position of president and treasurer in the early years of the corporation. Born near Toronto on March 20, 1809, he was 12 years old when he came to Detroit and earned his living as an errand boy at a drugstore. At 20 he was a partner in the firm which subsequently expanded and became the John Owen and Company. He was a prominent figure in the Detroit of his day, standing as the Whig candidate for mayor and acting as a presidential elector in 1852.⁸ When Lincoln called for men and arms at the outbreak of the Civil War, Michigan was in an embarrassing financial condition, for the treasury had recently been emptied by theft. Owen, appointed treasurer to replace the defaulter, pledged his personal credit to raise a portion of the money needed to equip the troops. His business relations were wide, for he was the president of the National Insurance Bank, a director of the Detroit Locomotive Works and was closely connected with the Detroit and Milwaukee Railroad. He was also important in transforming his own shipyard of Campbell and Owen into the Detroit Dry Dock Company, and was interested in the Detroit and Cleveland line from its early years.⁹ By 1853 his maritime activities were so demanding that he retired from his mercantile affairs.¹⁰

David Carter, secretary of the new firm, filled that position until his death in 1901. He was born on February 27, 1832, in Ohio City, now that part of Cleveland west of the Cuyahoga River. Two years after his father's death in 1840, his mother remarried and Carter accompanied her to St. Clair, Michigan, where he farmed. Five years later found him at Sandusky, Ohio, working in an uncle's lumber yard. This employment he left at 16 to ship as a cook aboard the schooner *North Hampton*. After another turn ashore, he became clerk aboard the *Forest City* in 1852. It was the beginning of his long association with the line. In 1861 he returned ashore to become the agent of the Detroit and Cleveland line at Detroit, where he represented the several owners and their vessels.

8. Clarence M. Burton, *Detroit 1814-1863* (Unpublished digest compiled from Court Records from Wayne County Clerk's Office and current newspapers; Burton Historical Collection, Detroit Public Library, n. d.), pp. 111, 134.

9. Most references date his interest in the line as beginning in 1852 with the *Forest City*.

10. *Detroit Daily Free Press*, March 12, 1853.

Little enough is known of the other founders of the line. Lawson A. Pierce, it will be recalled, was the captain of the *Southerner* before he retired to become the Cleveland agent of the Michigan Central Railroad, and later filled the same position for the Detroit & Cleveland Steam Navigation Company. Both Edward R. Viger and William McKay¹¹ were shipmasters, the former commanding the *Morning Star* while the latter was captain of the *R. N. Rice*. Ira Davis was also prominent in marine circles as the captain of the steamer *John Owen*, which ran between Detroit, Monroe and Toledo, and he had been a part owner of the *May Queen*.¹² A search through the Detroit City Directory of 1868 and 1869 reveals that Solomon Gardner was connected with the River and Lake Shore Line, Joseph Cook was Customs Inspector at Detroit, while William B. Watson is simply listed as "engineer." Of the two remaining original stockholders, James Moreton was clerk aboard the *Morning Star* while George Burton of Cleveland remains unknown. Mrs. Annie M. Evans, who was represented by John Owen, was probably the widow of Captain Evans, who had commanded the *May Queen*, *Ocean* and *Cleveland*.¹³ These were the persons, mainly from Detroit and predominantly engaged in marine activities, who signed the articles of incorporation on April 18, 1868.

While the articles brought the Detroit & Cleveland Steam Navigation Company into legal existence, certain practical steps had to be taken to give effective life to the concern. On May 1, 1868, Owen officially appointed Carter and Pierce as the Detroit and Cleveland agents of the firm, endowing them with the same authority that both had previously possessed in selling passenger tickets, making freight contracts and managing the current business. The captains, stewards and engineers of the *Morning Star* and the *R. N. Rice* received their appointments on the same date. It was with these shipboard officers that the problem of "trading or speculation being carried on by the officers of the boats composing the Cleveland line" came before the directors. In all probability, the

11. McKay had quite a reputation for saving lives. For a most laudatory sketch, see: Mansfield, vol. 2, pp. 650-651.

12. Advertisement, *Detroit Daily Free Press*, May 8, 1850. *Daily True Democrat* (Cleveland), May 18, 1853.

13. *Detroit Free Press*, August 27, 1862.

practice of private trading was a carry-over from the days when each of the individuals owned shares in the vessels. Viger, McKay and Moreton were among those stockholders who had turned over their interests for stock and presumably continued to transact their own private ventures after the incorporation.¹⁴ Perhaps the most interesting aspect of the case lies in the fact that the problem was brought before the directors after the corporation had been in existence for over half a year. The question was "discussed and finally left to the discretion of the president." The decision shows that some of the stockholders, at least, were finding it difficult to recognize the personality of the corporation.

Although the charter was signed on April 18, 1868, the new company did not take over the funds of its predecessor, the "Detroit and Cleveland Steamboat Company" until June 1, 1868. As no earlier financial records have been found, this date seems to be the time when the D & C actually began its long maritime history. Only three weeks later the company suffered the loss of the *Morning Star*.

(To be continued)

14. Before the incorporation, McKay owned 4/100 of both the *R. N. Rice* and the *Morning Star*. Viger owned 5/100 of the two steamers, while James Moreton held only 1/100 of the *Morning Star*.

The Great Lakes in Niles' National Register

CONTINUING publication of excerpts about the Great Lakes
taken from America's leading news magazine during the years
1811 to 1849.

—The Editor.

Geographical Information

A little while since, captain Young, to whom the following letter is addressed, proposed several queries to the editor of the *Weekly Register*, who referred him to Samuel Williams, esq. of Chilicothe — to whom the public at large and the readers especially, have been indebted for many interesting and useful articles, of various character. Mr. Williams politely complies with the request of captain Young, by forwarding the reply to the editor, who gladly gives it a place in his paper for general information.

Chilicothe, October 20th, 1816.

"Dear Sir — I have received your letter of the 17th ult. requesting information on several points, respecting the United States' lands on the Sandusky and Maumee* rivers; and shall with pleasure communicate to you such as I may possess, in answer to your several enquiries . . .

The Maumee (or as it sometimes called the Miami-of-the-lake) and the Sandusky, are rivers of the state of Ohio, lying principally in that part of it to which the Indian title has not been extinguished. — The former has its source in the state of Indiana and is formed by the junction of the St. Joseph's and St. Mary's rivers, at Fort Wayne; thence pursuing a north-easterly direction, it falls into Miami bay about eight or ten miles from the lake. The latter rises in the Sandusky plains, and running north, falls into Sandusky bay seven or eight miles from the lake. On these rivers and their tributary streams, there are large bodies of rich and fertile land, some part of which is prairie, but mostly covered

* Sometimes called Miami-of-the lake.

with a heavy growth of timber, such as oak, hickory, poplar, walnut, sugar-tree, ash, beech, mulberry, locust &c. &c. The most extensive bodies of such land, lie on the St. Mary's and Auglaize rivers (both branches of the Maumee) and their waters. The face of the country, where the land is of this description, is generally what is termed here, "rolling" — that is, numerous low flat hills, having a gentle slope or descent on all sides. Some part of the country, however, is rather flat and wet for cultivation; but such tracts are generally found at some distance from the streams, or at their sources. The black swamp, well known from the difficulties which it presented to the transportation for the army in the late war, lies between the Maumee and the Sandusky, parallel to the former, and distant about twenty miles from it. The Sandusky plains, are, perhaps, the highest land between the Ohio river and the lake; the Sandusky and some branches of the Scioto having their sources in them. These plains are about twenty miles in extent, and quite level, variegated with little islets and peninsulas of wood; but towards the middle of the plains there is little or no wood, to interrupt the delightful view of a level smooth plain, covered in the spring and summer with long coarse grass. The soil on these plains is not so favorable for cultivation, but well adapted for grazing. It contains however, some extensive tracts of rich land on the borders of the Sandusky.

But it is probable that the United States' reservations at the foot of the lower rapids of the Sandusky and Maumee rivers are more particularly the objects of your enquiry. Of these, then, I shall now give you some account.

The reservation at the lower rapids of the Sandusky, is two miles square, embracing the head of the navigation and the foot of a rapids fifteen miles long. From the fort on the west side, which is near the centre, to the upper line of the reserve, there is a fine rich bottom, mostly prairie. Below the fort the prairie extends to the lower line of the reserve, but part of it is rather wet. On the east side of the river there is also some bottom. From these bottoms on each side of the river, to the eastern and western lines of the reserve, the land is mostly rich and rolling timbered land, well adapted to cultivation.

(To be continued)

GREAT LAKES CALENDAR

By BERTRAM B. LEWIS

OCTOBER, 1951

Cleveland Tankers, Inc., carried the first cargo of Canadian crude oil ever shipped to an American refinery by lake tanker. 32,000 barrels were delivered to the Old Dutch Refining Company at Muskegon, Michigan, by the *S. S. Comet*.

OCTOBER, 1951

The self-unloader *George F. Rand* and the freighter *Harvey H. Brown*, were badly damaged in a collision in the St. Clair River below Port Huron, Michigan. The *Harvey H. Brown* was carrying 11,000 tons of coal enroute to Chicago, while the *George F. Rand* had just left Sarnia, Ontario, on her way to Toledo, Ohio.

OCTOBER, 1951

The tug *Sachem*, which sank last December with a loss of twelve lives, has been salvaged from Lake Erie and will be towed to Detroit for a thorough inspection.

OCTOBER, 1951

The *Tom M. Girdler*, mammoth new Republic Steel Company ship owned by the Nicholson Universal Steamship Company, is the latest addition to the Great Lakes iron ore fleet. She loaded her first ore at Escanaba, Michigan, and discharged it at Cleveland, Ohio, where she was tied up at the East 9th Street Pier for an open house tour of inspection. Over 5000 Clevelanders looked at nearly every part of the big ship, including the up-ended broom at the top of her after mast, indicating that she had made a clean sweep on her maiden voyage.

OCTOBER, 1951

In a tragic collision between the 4000-ton freighter *Penobscot* and the *Morania-130*, in Buffalo Harbor, three seamen died and seven are missing and presumed dead as a result of fire caused by the explosion of 800,000 gallons of gasoline the *Morania-130* was carrying.

OCTOBER, 1951

Opening of direct freight service between England and the Great Lakes by Manchester Liners, Ltd. has been announced for summer 1952. The company now operates vessels from Liverpool and Manchester to Newport News, Baltimore, Philadelphia, Boston, Montreal and Halifax.

NOVEMBER, 1951

The last ship of the Swedish Chicago Line to sail from the Great Lakes this season was the *Ragneborg*. She carried thirty-five old taxicabs loaded at Chicago, as part of her cargo. The cabs were part of 500 being sent from Chicago to Helsinki for use in transporting visitors to the Olympic games to be held next July. At Cleveland, twenty-five tractors from the Oliver Corporation, were loaded for Stockholm. Her cargo also included auto parts for Gothenburg.

NOVEMBER, 1951

A plan to assist seamen who need employment during the winter lay-up of great lakes fleets was announced by the Cleveland Regional Office of the Defense Manpower Administration, United States Department of Labor. In co-operation with the Lake Ore, Coal and Vessel Committee, each of the shipping companies will distribute cards directing vessel employees to their community State Employment Offices. Where possible, the men will be referred to jobs with companies engaged in defense work.

NOVEMBER, 1951

The Nicholson Transit Company of Detroit has sold the sixty year old freighter the *E. C. Pope*, to the Bethlehem Steel Company to be scrapped. Built at Wyandotte, Michigan, in 1891, the *E. C. Pope* was one of the oldest freighters on the lakes, and famous for her record of early and late sailings.

NOVEMBER, 1951

The *Askot* was the last Swedish American Line freighter to leave the lakes this season. She carried the final shipment of a huge power plant, built by the Babcock and Wilcox Company of Barberton, Ohio, which is being erected at Denmark.

NOVEMBER, 1951

The 6150-ton *Philip R. Clarke*, first of sixteen new American bulk carriers on order for the Great Lakes fleet, was launched at the Lorain yards of the American Ship Building Company, and will be completed in time to join the 61-vessel fleet of the Pittsburgh Steamship Company in 1952. Mrs. Clarke christened the 647-foot ore carrier in honor of her husband, Philip R. Clarke, of Hinsdale, Illinois, chairman of the City National Bank and Trust Company of Chicago.

NOVEMBER, 1951

Schools closed in Manitowoc when the biggest vessel ever built in Wisconsin and the largest self-unloading carrier on the Great Lakes, slid into the Manitowoc River after being properly christened with a bottle of champagne. She was the *John G. Munson*, built by Manitowoc Shipbuilding Company for the United States Steel's subsidiary plant, the Bradley Transportation Company. She will haul limestone from Calcite, Michigan, to lower lake ports. Mr. John G. Munson is best known as having sponsored the discovery of Cerro Bolivar iron ore deposits and the development of beneficiation methods for treating Minnesota taconite. He has been president and director of Michigan Limestone and Chemical Company and of the Bradley Transportation Company.

DECEMBER, 1951

The Great Lake's largest freighter, *Wilfred Sykes*, went into winter quarters at Indiana Harbor, having completed the greatest ore hauling season ever accomplished by any lakes freighter. Her record shows forty-one trips between Indiana Harbor and the Great Northern dock in Superior, Wisconsin, and one to Marquette, bringing down a total of 809,466 gross tons of ore. She also made one trip from Calcite to Indiana Harbor with 18,379 tons of limestone.

DECEMBER, 1951

The Lake Carriers' Association annual winter school courses showed the largest number of applicants on record. The engineering school was attended by 160 men and 119 registered for the navigation courses. Another forty men will attend classes in Marine City, Michigan. The LCA attributes the increase to the building of new freighters. Each new vessel requires eight officers, setting up a circle of promotions from the ranks.

DECEMBER, 1951

The keel was laid at the Lorain, Ohio, yards of the American Ship Building Company for the largest ship ever built for Great Lakes use. She will be 690 feet long, 12 feet longer than the *Wilfred Sykes* and will have a capacity of 19,500 gross tons. During her construction she will be known as Hull number 869. The Hanna fleet, to whom she will be added, is also converting an ocean vessel for lake use which will be 710 feet in length, the longest freighter so far.

DECEMBER, 1951

Another new bulk freighter is to be added to the Canadian Great Lakes iron ore fleet. The Port Arthur Shipbuilding Company in Ontario will build a 574-foot, 12,000-ton vessel for the Algoma Central Steamship Line of Sault Ste. Marie, Ontario. The ship will enter service in the spring of 1953, but the laying of the keel will have to wait for the launching of another new freighter for Canada Steamship Lines, Ltd. Their latest carrier, the *Sir James Dunn*, has just been launched at Port Arthur, Ontario.

DECEMBER, 1951

Two 410-foot sister ships, which will be the world's largest and fastest carferries when they join the Chesapeake and Ohio Railway's Lake Michigan fleet next year will be named the *Spartan*, in honor of Michigan State College, and the *Badger*, for the University of Wisconsin. Joint christening ceremonies will be held early in 1952. The two carferries will carry freight cars, automobiles and passengers across Lake Michigan the year around.

DECEMBER, 1951

Final figures for the 1951 season showed 89,092,012 tons of ore hauled. The added all-rail shipments of 7,500,000 tons, made this the greatest total for any season so far. Pittsburgh Steamship's sixty-one vessels, the largest fleet on the lakes, carried over 26,000,000 tons of ore and its contract carriers another 7,000,000 tons. Limestone shipments reached an all time high, while petroleum and grain showed an increase over 1950. Though coal was down,—in all, more cargo was carried in 1951 than in any other year, according to the Lake Carriers' Association.

JANUARY, 1952

Delegates to the Grand Lodge convention of the International Shipmasters' Association at Buffalo made an appeal for a resolution asking the United States Coast Guard to adopt new navigation regulations regarding the operation of gasoline-laden barges on the lakes. The Coast Guard was asked to either prohibit the operation of gasoline barges on the lakes between sunset and sunrise, or restrict the operations of barges not properly manned by personnel licensed to operate on the lakes. These regulations were aimed at preventing such catastrophes as the *Penobscot* and *Morania-130* disaster of last October.

JANUARY, 1952

The launching of the 647-foot *Edward B. Greene*, newest Cleveland Cliffs ore carrier, differed from most ceremonies because she was built in drydock at the American Ship Building Company's yards in Toledo, Ohio, with her keel far below water level. The launching took place when valves were opened and water from the Maumee Bay flowed into the dock. When it reached the eight-foot five-inch mark on the stern, the big ship was afloat. The vessel was christened by Mrs. A. Dean Perry, daughter of Edward B. Greene, chairman of the board of Cleveland Cliffs Iron Company. Mr. Greene was not present at the ceremonies but heard them through direct telephone hookup to his Thomasville, Georgia, plantation. The *Edward B. Greene* will be the new flagship of the Cleveland Cliffs' fleet and will have an ore-carrying capacity of 20,425 gross tons. Several thousand men have worked since last April to construct the enormous hull of the vessel, which is 30% riveted and 70% welded. Seventeen tons of anchors consist of two six-ton bow anchors and a five-ton stern anchor.

JANUARY, 1952

Two Michigan Congressmen have introduced identical resolutions urging the government to create a commission to study causes of the high water levels on the Great Lakes and to determine whether fluctuations in their levels can be controlled. The commission would be asked to determine what protective measures along the shoreline would reduce further damage (which ran into millions of dollars last year) and whether the Federal Government is liable for such damage.

JANUARY, 1952

The *Johnstown*, first of two new 18,000-ton capacity iron ore carriers being built for Bethlehem Steel Company, was launched at the Bethlehem-Sparrows Point Shipyard at Baltimore. She is the first ore carrier to be built on the east coast for use on the Great Lakes. Two other ships, one for Bethlehem and the other for Interlake Steamship Company are also under construction there. The *Johnstown* will be brought to the lakes by way of the Mississippi River, entering Lake Michigan at Chicago. The three ships will each be 626 feet long, with 70-foot beams and 37-foot depths and will be propelled by 7000 horsepower steam turbines with oil-fired boilers. The *Johnstown* was christened by Mrs. Robert E. McMath, wife of the vice-president and secretary of Bethlehem Steel.

JANUARY, 1952

The passenger ship *Octorara*, built in 1910 and operated by the Great Lakes Transit Corporation, is one of six government reserve vessels for which the maritime administration is seeking scrapping bids. The *Octorara*, now on the west coast, was used as a troop carrier in World War II.

The Great Lakes in Print

An index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

American Shipbuilder, October 1951, pp. 2-3. Shipyards Moving Mountains.

December, 1951, pp. 2-3. Busy Times in the Shipyards. (The Philip R. Clarke.)

Bituminous Coal Research, July-September, 1951, pp. 6-7. Research Abating Smoke From Lake Vessels.

Business Week, December 15, 1951, pp. 68, 70. Great Lakes Shipbuilding Climbs out of Doldrums.

Civil Engineering, September, 1951, pp. 508-11. Beach Protection Engineers Attempt to Outwit Nature at Presque Isle Peninsula, by Frank H. Forney and Gerald A. Lynde.

September, 1951, pp. 529-532. Soundings Above Niagara Falls Obtained by Helicopter and Kytoons, by Frank P. Bane.

Columbia Shipmate, October, 1951, p. 7. Lake Superior Iron Ore Association.

Edison Electric Institute Bulletin, September, 1951, pp. 289-292. Advantages of Redevelopment of Niagara Power by Private Enterprise, by E. J. Machold.

Electrical Engineering, October, 1951, pp. 940-941. New Technique Traces Underwater Structure of Chicago's Harbor.

Engineering News-Record, November 11, 1951, p. 29. Canada, U. S. Agree on Sanitation Plan for Lakes Area Priced at \$127 Million.

Franklin Institute, Journal, September, 1951, pp. 280-2. Novel Technique Tracks Underwater Mud Layers and Bedrock Structure.

Fur-Fish-Game, December, 1951, pp. 28-31, 43. Fishing Along Lake Erie Shores, by Ben C. Robinson.

Inside Michigan, January, 1952, pp. 20-23. Boats from Michigan to Sail the Seven Seas, by Richard B. Frost.

January, 1952, pp. 34-36. Bloomers That Topped a Throne, by Bil Gilbert.

February, 1952, pp. 44-45. Busier U. P. Needs Bridge Over Straits, by Don O. Carlson.

Iron Age, January 31, 1952, p. 60-B. Copper: Raise Ingots From Lake, by W. W. Taylor.

January 31, 1952, p. 60-C. Seaway: Decision Must Come Soon, by G. G. Carr.

Marine Engineering and Shipping Review, December, 1951, pp. 66-68. Trip Schedule Increased by Repowering Cement Freighter, J. B. John, by M. L. Bolotin. (Originally The Daniel McCool.)

February, 1952, pp. 60-64. Shipbuilding on the Great Lakes.

February, 1952, p. 80. C&O Launches first of two carferries for Lake Service.

January, 1952, pp. 45-6. Tug *Codrington* Gives Top Performance. (In towing the *Cliffs Victory* from Baltimore to New Orleans.)

January, 1952, pp. 34-6. American Ship Launches Ore Carrier. (The Philip R. Clarke.)

January, 1952, pp. 69-70. Launching New Self-Unloader, Steamer *John G. Munson*.

Michigan History, September, 1951, pp. 271-274. Philip Hone in Michigan, by Mentor L. Williams.

December, 1951, pp. 406-414. The Harbor at Ludington, by Francis Caswell Hanna.

Motor Boat, February, 1952, pp. 11-14, 42. Through Lakes, Rivers and Canals, by Alonzo Flack. (1000 mile cruise.)

Motorship, December, 1951, p. 40. Lakes Tug Converted to Diesel, by John E. Hubel. (The *John Roen V*, formerly *Cumberland*.)

Nautical Gazette, December, 1951, pp. 13, 33. New Ore Carrier is Launched. (The Philip R. Clarke.)

Nautical Research Journal, October, 1951, pp. 125-7. H. M. Provincial Marine Schooner *General Hunter*, 1805, by John R. Stevens.

North American Wildlife Conference, Transactions, 16th Conference, 1951, pp. 243-51. Movement and Dispersion of a Blocked Spawning Run of Sea Lampreys in the Great Lakes, by Vernon C. Applegate and Bernard R. Smith; pp. 461-470. What is the Future of the Isle Royale Moose Herd, by Laurits W. Krefting.

Oakite News Service, March-April, 1951, pp. 33-36. Sailing the Great Lakes.

Ohio Conservation Bulletin, December, 1951, pp. 10-11, 13, 19, 32. Sandusky Bay Drag Seining, by Foster Roszman.

February, 1952, pp. 8-9. Through the Ice on Sandusky Bay, by Robert Feagles. (Ice fishing.)

The Ohio Edisonian, July, 1951, pp. 3-8. America's Most Intriguing Island. (Put-In-Bay.)

Power, October, 1951, pp. 78-81. Canada Builds a 1,200,000-Hp Plant at Niagara Falls.

Queen's Quarterly, Winter, 1951-1952, pp. 508-514. Lake Freighter, by Arthur Lower.

Winter, 1951, pp. 558-572. The St. Lawrence Waterway, by A. W. Currie.

Rotarian, January, 1952, pp. 26-27, 53-56. St. Lawrence Seaway and Power Project. (Debate of the Month.)

Saturday Evening Post, February 16, 1952, pp. 36-37, 71-74. The Treasure

Pits of Upper Michigan, by John Barthow Martin.

Saturday Night, February 9, 1952, p. 27. Seaway; it's still "no"! by R. L. Hoadley.

Scientific Monthly, December, 1951, pp. 369-375. Wild Rice, by Edward Taube. (Influence of rice on early Indian life in the Great Lakes Region.)

Ships and Sailing, January, 1952, pp. 24-30. Alexander McDougall: Man With a Mission, by R. A. Emberg.

March, 1952, pp. 8-13. Chicago, Seaport on a Prairie, by Lt. K. A. Anderson, U. S. N.

Skillings' Mining Review, November 17, 1951, pp. 1-2, 9. Wigwam Coal Storage Sheds at Old Lehigh Valley Dock, Superior, Being Dismantled—Only Ones of Their Type on the Great Lakes, by Wesley R. Harkins.

November 24, 1951, pp. 1-2, 6. Recent Developments in Bulk Ore Carriers in the United States, by Captain G. L. Shelley.

January 26, 1952, p. 4. Inland Steel's Fleet 1951 operations.

February 4, 1952, p. 4. Pickands-Mather & Company, 1951 Iron Ore Shipments.

Taste and Odor Control Journal, January, 1951, pp. 1-4. Microscopic Examination of Water at Lorain, Ohio, by Roderick W. Campbell.

Weatherwise, December, 1951, pp. 124-7. Snowfalls—Paul Bunyan Style, by A. H. Eichmeier. (Keweenaw peninsula, Upper Michigan.)

Yachting, February, 1952, pp. 44-45, 77-78. One Hundred Bells for the R. C. Y. C., by C. H. J. Snider.

NOTES

GLHS Patrons

AT THE TRUSTEES MEETING of the Great Lakes Historical Society in December 1951 it was decided to invite a number of persons to become Patrons of the Society by pledging a yearly contribution of \$100 to support our activities and the publication of INLAND SEAS. As a result, Patrons of the Great Lakes Historical Society for the fiscal year 1951-52 are as follows:

John J. Boland (Boland & Cornelius), Edward B. Greene (Cleveland Cliffs), Elton Hoyt, 2nd (Pickands-Mather), A. E. R. Schneider (Schneider Transportation), John Sherwin (Pickands-Mather), Lawrence C. Turner (Great Lakes Towing), A. T. Wood (Wilson Transit).

Other members have contributed over and above their life membership (\$100) heretofore, some of them more than once. They are: Cleveland Power Squadron, Lake

Carriers' Association, M. A. Hanna Company, Interlake Steamship Company, Kinsman Transit Company, Alva Bradley, Laurence H. Norton, Fred R. White, (Oglebay-Norton) and John T. Hutchinson (Hutchinson and Company).

Life members include: Midland Steamship Line, Cyrus S. Eaton, Lee C. Hinslea, George Gund, Andrew G. Lange, Charles E. Frohman, C. W. Stage, E. J. Kulas, Pittsburgh Steamship Company, Bethlehem Transportation Company, American Bureau of Shipping.

To these gentlemen and firms and to our annual and sustaining members, a large and loyal group, go the sincere thanks of our Trustees and Officers for making possible the continuance of our Society and of INLAND SEAS.

—D. L. R.

The Benjamin F. Wade Again

The following item from the Detroit Free Press, November 19, 1874 was found in the files of the Burton Historical Collection, Detroit Public Library and contributed by Miss Anna Moore, a staff member and also a member of G. L. H. S.

A SCRAP OF MARINE HISTORY

THERE IS A SLIGHT ERROR in the statement which is going the rounds relative to the propeller B. F. Wade. The Wade has been in service twelve years, and was the second steamer to experiment with the walking-beam in a screw steamer, the

engine used, if we mistake not, having formerly been in the steamer *Chief Justice Robinson*, on Lake Ontario. Owing to its continually breaking down it was deemed a failure and taken out to be replaced by one of the usual kind. The Wade was built by Captain Jacob L. Woolverton (now deceased) at Newport, on the River St. Clair, and is 1,120 tons burden. The first experiment of the walking-beam engine above referred to was on board the *Water Witch*, which had the steamer *Fashion's* engine, and with it was lost, with all hands, the machinery in question being, beyond a doubt, mainly the cause of the sad calamity. They have not been tried since.

New Trustee

MR. L. QUINCY MUMFORD, Director of the Cleveland Public Library, has accepted the invitation of the Great Lakes Historical Society to act as Trustee. Members will recall that GLHS had its birth in 1945 under the sponsorship of the Library when Mr. Clarence S. Metcalf, Executive Vice-president, was the Director. At present Headquarters for the Society for purposes of mail and the publication of *INLAND SEAS* are the Editor's

office in the History Division of the Main Library. Staff members, who are often also members of GLHS, assist with the publication, as well as with committee work, meetings, displays and in the necessary research for replies to our many letters. Therefore we are particularly pleased that these close ties will be further strengthened by Mr. Mumford's interest and counsel as Trustee.

—D. L. R.

Shipping at Port Stanley

IN 1832 THE STEAMER *Thames* commenced running between Stanley and Buffalo stopping at different ports on the Canadian shore — then the *Adelaide*, *Calula*, *Wave* and *Dispatch*, also a line of steamers from Chippewa to Windsor stopping at Stanley. Many of the readers of these notes will remember Capt. Barrow and his jolly sons, Thomas and Richard, or rather "Tom" and "Dick," and their "fast-sailing sloop *Emma*"; and then the steamer *Telegraph* plying between Stanley and Cleveland, and finally when she went to the bottom of the lake their little schooner *Union*, which was for years the only regular going link between the county of Elgin and the State of Ohio. Since the days of the *Telegraph*, no steamers ran regularly from Stanley to Cleveland until 1871, then the *Lady Franklin* and afterwards the *City of Sandusky* were run by Capt. Drake. At the present time the fine side-wheel steamer *Saginaw*, Capt. Kirby, makes bi-weekly trips to the beautiful Forest City of Ohio. The Dominion Transportation Company, composed of Messrs. Eccles, Wade, Munro and other gentlemen in the county, own and run the steamer *Alma Munro*, which each season goes freighting from the upper lakes to the eastern ports. Many schooners load here and put in for shelter and the harbour is

for many reasons an important one. It was completed as we have seen in 1832 by Ryan & Rand, contractors, and up to the year 1856 fully \$200,000 had been expended upon it. Between that date and 1862, \$10,000 was added, and the Mackenzie Government in 1875 has given another \$10,000. It is a matter of wonder on looking at the harbour where so much money has gone; perhaps it was not all economically expended; however, a good and safe harbour at Port Stanley is of Provincial importance and a great public necessity. It is true that Kettle Creek is not a "river of ten thousand masts," nor does it float the flags of all nations; but it is the resort of many Canadian schooners, sometimes the "Red, White and Blue" may be seen waving there, and once we remember the presence of the English gunboat *Britomart*, with those blue-shirted, broad-shouldered and storm-tried jack tars on board. Sometimes a ship wreck occurs in sight of the port, and always then the retired lake captains and others, with a sailor's sympathy and true-hearted bravery risk their lives, if necessary, in going to the rescue.

—Illustrated Historical Atlas of the County of Elgin. Toronto, H. R. Page & Co. 1877, p. X.

—Contributed by Lillian R. Benson.

Harvey R. Hawgood

HARVEY R. HAWGOOD, a Cleveland patent attorney and a member of the Great Lakes Historical Society, died at his home on January 14th. He was one of the few members of the bar who was also a registered professional engineer. He attained the rank of senior navigator of the Cleveland Power Squadron.

Always interested in boats, he served an apprenticeship, after graduating from Yale, as a wheelsman on lake freighters. Some of his boats he built for experimental

purposes, testing various types of propulsion and trying different forms of bow and stern. This bent he inherited from his father, the late Captain Arthur H. Hawgood (one of the Hawgood brothers who were well-known Cleveland vessel owners), a charter member of the Great Lakes Historical Society.

Still a third member of the Society is his sister Aldyth, a sustaining member. She and his wife and two daughters survive him.

A Famous Race

THE HISTORIC RACE between the *City of Erie* and the *Tashmoo*, described by A. T. Zillmer elsewhere in this issue¹, inspired in 1941 a Bay Village, Ohio lake enthusiast to acquire an interesting relic of the contest. Otto Schuele of Cliff Drive, Bay Village bought the *City of Erie's* twin steering wheel. The occasion was the salvaging of the boat, done by the Otis Steel Company of Cleveland.

The two wheels are now to be seen in

his home, having been separated from the shaft on which they were originally mounted together. After removing the paint, they were refinished to bring out the natural colors of the maple, oak, birch and mahogany, and the insets of ebony. The hub is a solid brass casting. Topped with half-inch glass, the wheels make excellent tables. Attached are brass memento plates, stating the age of the boat (it was built in 1898).

1. pp. 41 to 48.

A Letter to the Editor

I READ WITH INTEREST in your latest quarterly bulletin [Winter, 1951] the item on page 280 describing Georgian Bay's Grumbling Point but feel I can add an item to your comments regarding the origin of the name.

It is true that the name is anglicized from the French, but probably this is so only in the sense that the present English name sounds similar to the prior French name which was Pointe Aux Grondines. Pointe Aux Grondines certainly did not signify anything in connection with grumbling to the early French arrivals who gave it that name, even though Alexander Henry thought it did.* Probably the name originally was Pointe Aux Grondins. The

grondin is a fresh water fish which perhaps was frequently seen thereabouts, hence giving it the name. Translating it to Grumbling Point is merely the same sort of thing as we find on the shore of Lake Michigan where a point with a very jagged skyline was given a name in French meaning sawtooth point, namely Pointe Bec Scie. In the course of time Pointe Bec Scie has emerged as Point Betsy. I suspect that there were no more grumblers in the first point than there were Betsys in the second.

Sincerely yours,

E. W. PUTTKAMMER

University of Chicago.

* Then it would have been Pointe aux Grognards.

Gifts to GLHS

FRAMED PHOTOGRAPH of the A. T. Kinney and pamphlets (3); Forty-fifth Annual Report of the Ontario Department of Mines, vol. 45, pt. 7, 1936. Contains articles, *Lake Iroquois; Geology of the North Shore of Lake Ontario; Geology of Pelee and Adjacent Islands*; Document 596, House of Representatives, Appendix 9, *Shore of Lake Erie in Lake County, Ohio, Beach Erosion Control Study*; United States Department of the Interior—September 1951, Bureau of Mines, Report of Investigations 4804, *Magnetic Base Stations in Lake Superior Iron Districts*. From Ralph L. Cobb II.

Photographs (6) and old post card views (141). Great Lakes ships and lake

and harbor scenes. From Herbert W. Dosey.

Photographs (3). Erie Dock at Cleveland, 1887, Hulett ore unloaders and the Henry C. Dalton. From the Erie Railroad, Cleveland Office.

Booklet (1). *Later History of the Ann Arbor Carferries no. 6 and 7*, by Arthur C. and Lucy F. Frederickson. From the authors.

Prints (2). Copies of an old photograph showing the loading of squared ship timbers at Diamond Flag Station, Ohio. From Thomas J. McDowell.

Photographs (2). The Wilfred Sykes and the John F. Fitzpatrick. From A. E. Williams.

This Month's Contributors

LILLIAN R. BENSON is reference librarian at the University of Western Ontario.

DANA THOMAS BOWEN, of Cleveland and Florida is known to all Great Lakes men for his famous books, *Lore of the Lakes* and *Memories of the Lakes*. His story in this issue of INLAND SEAS is a section of a new book in preparation.

M. E. D. is Mary E. Dollard, Chief of Popular Library Division, and G. W. T. is Gordon W. Thayer, Book Editor of INLAND SEAS, Curator of the John G. White Collection, both of Cleveland Public Library.

HERBERT W. DOSEY is an electrical engineer in Cleveland who has been interested in the lakes since boyhood. During high school and college days he spent his summers sailing, later was mate on Hanna Line Ships. At one time he was captain of various private yachts sailing to the West Indies and South America and during World War II was trial captain for subchasers and mine sweepers built in Cleveland.

ERIK HEYL of Buffalo, New York shows his abilities as artist, draftsman and research historian when pursuing his hobby of pre-1870 ships.

The Story of the D. C. by Francis Duncan of Falls Church, Virginia and *The American Grain Trade* by Thomas Odle of Ann Arbor will be continued through future issues of INLAND SEAS. The Winter 1951 issue carried notes on the authors.

DR. W. SHERWOOD FOX is former president of the University of Western Ontario and has written a book on the Bruce Peninsula to be published shortly.

MAJOR I. S. H. METCALF is an instructor at the Citadel, Charleston, South Carolina, but spent his boyhood in Cleveland.

E. W. PUTTKAMMER is professor of law at the University of Chicago Law School.

A. T. ZILLMER is the former secretary-treasurer of the C & B Line. He wrote the *History of the C & B Line* for INLAND SEAS, April, 1946.

Buffaloe Creek Ship Enrollments

MR. ERIK HEYL of Buffalo has made good his promise (INLAND SEAS, Fall 1951, page 205) to present GLHS with a copy of his compiled list of ship enrollments from 1819 to 1865, Buffaloe Creek District, Niagara County, New York. Mr. Heyl copied this important source data from records formerly in the office of the Collector of Customs at Buffalo, which are now on file in Washington, D. C.

The first page only of the enrollment list appears on page 69 of this issue of INLAND SEAS, in order that GLHS members may be informed of the type of information made available therein. We greatly regret that printing costs and lack of space

in our relatively small magazine make it impossible to publish all the list, which covers 24 closely typed pages. As Mr. Heyl has generously presented GLHS with this valuable manuscript it will be available at the editorial office of INLAND SEAS, in the History Division of the Cleveland Public Library. Peabody Museum at Salem, Massachusetts, also has a copy.

Mr. Heyl has also permitted us to copy 15 of his scale water color drawings of Great Lakes Ships for reproduction in INLAND SEAS. Four of these beautifully executed drawings appear on pages 36-37. We regret that they do not show the color of the originals.

—D. L. R.

1951 Index

THE INDEX TO INLAND SEAS, volume 7, numbers 1, 2, 3, 4, Spring, Summer, Fall and Winter, 1951 is nearly completed and should be ready in April. Due to rising costs of publication it will be necessary to charge \$1.00 per copy. In the past copies have been mailed, free of charge to all libraries, historical societies and any members who requested the index. We are anxious not to raise the sub-

scription price of INLAND SEAS, but since it is now sold nearly at cost we must partly defray the cost of the index by making a charge.

Libraries, societies and members wishing a copy please address requests to INLAND SEAS, c/o The Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio, and enclose \$1.00.

—D. L. R.

Note: The dimensions of a vessel are given only when first enrolled,
except where changed by rebuilding, etc.
o after the name indicates side-wheeler; x indicates propeller.

Year & Date	P.E.	Steamer	Year Built	Length	Beam	Depth	Ton- nage	Deck & Masts	Builder	Chief Owners
1819 Sept.	6 2	Walk In The Water o	1818	135'	32'	8'8	338	1-2	Noah Brown	Black Rock, N. Y.
										Jos. B. Stuart N. Davis Asah Cinter Ralph Pratt J. Durant Jno. Meads R. McQueen Alex. Muir N. Brown Sam. McCaun Same as above. "
Sept. Sept.	6 4 6 3	Walk In The Water o Walk In The Water o	1818 1818		Coastwise License.				Noah Brown Noah Brown	Black Rock, N. Y. Black Rock, N. Y.
1820 May	22 3	Walk In The Water o	1818						Noah Brown	Black Rock, N. Y.
1821 May	20 1	Walk In The Water o Surrendered April 25 1822,	1818		vessel having been wrecked.				Noah Brown	Black Rock, N. Y.
1822 May	13 4	Superior o	1822	126'6	28'8	10'6	346	1-2	Noah Brown	Black Rock, N. Y.
1824 Apr.	28 1	Superior o	1822							Cinter, &c.
1825 Apr. 19 Aug. 12	2 2 7	Superior o Pioneer o	1822 1825	98'	16'9	8½	124	1-1	Benj. Winslow	Black Rock, N. Y.
		Surrendered Nov. 15 1825,			vessel having been wrecked.					" " A. H. Porter, &c.
1826 Apr. 27 July 13 Aug. 4	1 1 94 4 100	Henry Clay o Pioneer o Niagara o	1825 1822 1826	126' 102'	27' 210'	9'8 10'8	301 157	1-2 1-2	Jas. L. Barton	Black Rock, N. Y. Black Rock, N. Y.
1827 Apr. 20 Apr. 25 May 1	1 1 4 7	Superior o Niagara o Pioneer o	1822 1826 1822							Jahaziel Sherman Aug. S. Porter, &c. S. Thompson, &c.
1828 Apr. 23	3	Henry Clay o	1825							J. L. Barton, &c.

* See page 68 for information on complete listing.



Book Reviews

THE CITADEL OF THE LAKES, by Myron David Orr. N. Y., Dodd Mead, 1952. \$3.00.

Mackinac Island and the surrounding wilderness in the years just before and during the War of 1812 is the setting for this robust novel of intrigue, adventure and romance. Those were the days when John Jacob Astor, fur baron, was building his monopoly, the American Fur Company, crushing all independent traders and eliminating them with betrayal, corruption and murder. Although he never actually appears in the story, Astor's sinister influence on all the people of the district is the moving force behind the action.

The novel opens with the murder of a trader, Jacques Pasquelle, and the plot revolves about the efforts of Pasquelle's beautiful daughter, Marie, to bring the murderers of her father to justice.

The story is well-told, tense and primitive, but more interesting than the rather melodramatic plot is the historically faithful picture of the life and people of the Northwest in the early 19th century and the descriptions of the lakes and islands through the changing seasons. And from the twenty-five years of research which the author spent gathering original letters and military reports he has succeeded in showing graphically how the power of monopoly invaded the pioneer country and how the struggle for control of Mackinac Island—the citadel of the lakes—helped bring about the strained relations between the United States and England which led to the War of 1812.

—M. E. D.

THE PORTS OF CONNEAUT, ASHTABULA, AND FAIRPORT, OHIO, PREPARED BY THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS. Washington, Government Printing Office, 1951. \$1.50.

This is one of the Board's series on lake ports, revised from its first publication in 1939. The new edition is mimeographed and in larger type than the former, which was printed. While lake captains are familiar with such publications, not all our readers may be aware of the information they contain.

There are accounts of the harbors, including currents, anchorages, bridges, channel improvements, fire protection and weather conditions. There are also notices about customs regulations, terminal services and charges, dock facilities, distances from other lake ports, railroad freight rates, and products shipped in commerce. Abundant figures are given, and there are folding maps and pictures. Such publications are invaluable for anyone wishing to put in at these ports.

—G. W. T.

THE ST. LAWRENCE WATERWAY PROJECT, by Earl M. Richards. Cleveland, 1951.

The vice president of the Republic Steel Corporation spoke on this timely topic at a meeting of the Cleveland World Trade Association. In addition to the usual printed sources of information, Mr. Richards studied the entire area several times from the air, talked to St. Lawrence lock tenders, and has driven along both shores of the river, with many stops to assimilate along the way the details involved.

The proposed waterway, we learn, is confined to a 114-mile stretch between Montreal and Prescott on the Canadian side and Ogdensburg on the American. It is not proposed to dig a 114-mile canal or cut a deeper channel throughout this distance. Instead the water level will be raised by dams over half the distance. The actual deepening will be only one third of the total mileage. The route is discussed in detail, with statements of just what it is proposed to do. Then follow a series of objections raised, and the answers. These lead the author to an emphatic approval of the project. One argument of especial importance in these tense days is that the waterway would shorten the area in which trans-Atlantic shipping would be exposed to enemy action, by reducing the open water route from American ports to Europe, by 1000 miles.

The address is accompanied by a map and illustrations showing typical stretches of the waterway. The whole makes a concise and cogent summary of the affirmative arguments of this much debated project.

—G. W. T.

OHIO'S UNDERGROUND RAILROADS, by Wilbur Henry Siebert. Columbus, Long's College Book Company, 1951. \$5.00.

The veteran professor of history at Ohio State University published a standard work on the Underground Railroad as far back as 1898. Since then his many books have included special studies of this famous system of planned escapes in Vermont and in Massachusetts. Now he takes up Ohio.

His collection of material began with preparatory school classes in 1891. Finding that his pupils knew of the Railroad, he got the names of their parents and grandparents and circularized them. Special trips along the routes and interviews with old residents led to the compilation of 13 large volumes, now housed with the Ohio Archaeological and Historical Society in Columbus.

The present book, after a general historical introduction, takes up first the river counties of Ohio, then the midland counties, and finally the ports along Lake Erie. In each case Siebert gives the routes leading to the town in question, its operators of the Railroad, and miscellaneous information. Huron, Ohio gave sanctuary to runaway slaves as early as the War of 1812, and other lake ports were not far behind. The underground operators in these towns would notify their friends at Oberlin, a headquarters for fugitive Negroes, when abolition vessels would sail for Canada and freedom.

There are abundant illustrations, including portraits, maps and harbor views, some taken from the air. Users of the book will be grateful for the full index.

Altogether an important and useful contribution to the history of Ohio and of slavery.

—G. W. T.

BUILDING AN AMERICAN INDUSTRY, THE STORY OF THE CLEVELAND TWIST DRILL COMPANY AND ITS FOUNDER, AN AUTOBIOGRAPHY, by Jacob Dolson Cox, Sr., Cleveland, The Cleveland Twist Drill Company, 1951.

Jacob Dolson Cox has been an honored name for three generations. The first possessor was a general in the Civil War, governor of Ohio, and secretary of the interior under President Grant, an upright figure in an age of corruption. His son is the author of this story, published in turn by his son, the present Jacob Dolson Cox, president of the company which his father founded, and one of the best-known and most respected of Cleveland business men.

This book gives interesting glimpses of Cleveland in past generations, and tells the tale of the origin and growth of a successful industry of the Great Lakes area. Readers of *INLAND SEAS* will be interested in the author's contrast of today's elaborate facilities for unloading lake boats with the crude appliances used in 1869:

The iron ore was brought down from Lake Superior in two-masted schooners. The two finest schooners on the lakes that season were the *Eliza Gerlach* and the *Oliver H. Perry*. Their maximum load was 500 tons. When the boat was ready to be unloaded, a block was suspended by ropes from the mastheads over each of the two hatches. A rope passed over this block and down into the hold, and on the end was suspended a wooden bucket, holding from 500 to 1000 pounds. The other end of the rope passed under a snatch block attached to the end of the dock. To this end of the rope a horse was hitched. A boy led the horse back and forth, up and down the dock, lifting the bucket as he led the horse forward, and dropping it into the hold as he backed up. A staging was erected on the edge of the dock on which two men were stationed to dump the buckets into wheelbarrows. A runway of planks was built from the staging on the dock back to the ore dump, and two men with wheelbarrows operated on each runway. This arrangement entailed the labor of four men on each runway and a horse and boy on the dock, making 10 men altogether. Besides the men in the hold who shoveled the ore into the buckets there were also two horses. All the men working in each hatchway were called a gang, and the two gangs working 10 hours a day under favorable conditions could unload a 500-ton schooner in from five to six days.

By 1905 a steamer carrying from 1500 to 1800 tons could be unloaded in Cleveland in scarcely more than five or six hours.

Times have now changed indeed.

Later Mr. Cox tells of building a set of compound engines for the *Amazon*, the first twin screw steamer ever built on the Great Lakes. She was a big wooden steamer with two keels and an engine over each keel. She must also have been the first lake steamer to be fitted with compound condensing engines. The process is described in detail. Again present-day operators will be struck with the advances that have since been made.

An interesting and modest narrative.

—G. W. T.



THE GREAT LAKES HISTORICAL SOCIETY

IS A NONPROFIT ORGANIZATION SPONSORED BY THE CLEVELAND PUBLIC LIBRARY

Its objectives are to:

Promote interest in discovering and preserving material on the Great Lakes and the Great Lakes area of the United States and Canada, such as books, documents, records and objects relating to the history, geography, geology, commerce and folklore of the Great Lakes.

Centralize information regarding such collections through the co-operative efforts of local historical societies and libraries throughout this area.

Sponsor an inclusive bibliography or finding list of materials on Great Lakes history and historical material scattered over the entire area and to be found in public, private and college libraries, in historical societies and religious institutions of the United States and Canada.

Publish INLAND SEAS, a quarterly bulletin containing articles and memoranda pertinent to the interests of The Great Lakes Historical Society and those interested in the history and commerce of the Great Lakes.

The Great Lakes area is the richest in the world, with a fascinating and romantic history. The Society is working for public appreciation of the courage, enterprise and sacrifice of our people who built up this great region and for permanent preservation of its history.

Annual membership fees of the Society are used for the publication of INLAND SEAS, for costs of preparation of the Lakes bibliography, and for any other projects approved by the Board of Trustees.

It offers three types of membership: Life (individual or organization), \$100.00; Sustaining (individual or organization), \$10.00 or more annually; Annual Membership (individual or organization), \$5.00 annually. Please make checks payable to The Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

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